SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

238

To Take Effect Sunday, September 5, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN, *General Manager.*

J. W. CORBETT, *Assistant General Manager.*

R. E. HALLAWELL, *General Superintendent of Transportation.*

G. C. BAKER, *Superintendent of Transportation.*

J. C. GOODFELLOW, *Superintendent.*

EASTWARD

MARTINEZ SUBDIVISION

Time Table No. 238

September 5, 1943

Capacity of sidings in car lengths	10	20	88	28	18	26	248	102	24	Distance from San Francisco	STATIONS	
	FIRST CLASS											
	Passenger	Klamath	Challenger	San Francisco Overland Limited	Oregonian	Owl	El Dorado	Streamliner City of San Francisco	Cascade			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave *See Note	Leave Daily			
	8.30PM	8.00PM	7.30PM	7.00PM	6.30PM	5.00PM	5.00PM	4.30PM	4.00PM	0.0	SAN FRANCISCO E. 3.5	Oakland Ferry
	8.50	8.20	7.50	7.20	6.50	5.20	5.20	4.50	4.20	3.5	OAKLAND PIER	
Oakland yard BKWI P	9.10PM	8.40PM	8.10PM	7.45PM	7.15PM	5.35PM	5.27PM	5.02PM	4.35PM	3.5	TO-R OAKLAND PIER E. 1.4	A. B. S.; Double Track
BKWO ITY P										(4.9)	(TO-R WEST OAKLAND) E. 2.0	
IP	s 9.22	s 8.55	s 8.25	s 8.00	s 7.30	s 5.50	s 5.33	s 5.10	s 4.44	5.5	OAKLAND (16th Street) E. 1.5	
IP										7.0	SHELLMOUND E. 2.2	
P	s 9.37	s 9.10	s 8.41	s 8.15	s 7.45	s 6.05	s 5.41	s 5.20	s 4.55	9.2	BERKELEY (University Ave.) E. 3.9	Automatic Train Control
P										13.1	STEGE E. 1.9	
P	s 9.50	s 9.25	8.55	s 8.30	8.00	s 6.20	5.48		5.03	15.0	RICHMOND E. 1.6	
WP										16.6	SAN PABLO E. 3.2	
E 41 W 37 P										19.8	SOBRANTE E. 3.2	
E 105 W 95 P	10.02	9.35	9.10	8.42	8.12	6.30	5.57	5.35	5.12	23.0	PINOLE E. 2.5	
P										25.5	RODEO E. 0.8	
P										26.3	OLEUM E. 0.8	
P										27.1	TORMEY E. 0.4	
P										27.5	SELBY E. 1.4	
Port Costa Yard P	s 10.22	s 9.52	s 9.30	s 9.02	s 8.30	s 6.51	s 6.08	5.44	5.21	28.9 29.0	CROCKETT E. 2.1	
BK WOT P	f 10.28									31.1	R PORT COSTA E. 1.9	
M 116 P										33.1	OZOL E. 1.7	
WI P	s 10.43	s 10.08	s 9.47	s 9.13	s 8.50	s 7.00PM	s 6.18	5.53	5.30	34.7 31.7	TO-R MARTINEZ E. 5.7	A. B. S.
M 118 P	10.52									38.0	BAHIA E. 10.1	
Yard E 83 W 87 BKWOY P	s 11.10	10.35	10.10	9.36	9.13		s 6.37	6.09	5.50	48.9	TO-R SUISUN-FAIRFIELD E. 4.4	
P										51.9	TOLENAS E. 7.5	
M 88 WY P	11.25	10.50	10.23	9.49	9.27		6.50	6.18	6.02	59.4	ELMIRA E. 8.1	
M 74 W P	11.36	11.02	10.32	9.58	9.37		6.59	6.26	6.10	67.5	DIXON E. 4.7	
										71.8	TREMONT E. 4.1	
Yard Limits E 80 W 81 KWIY P	s 11.50	s 11.15PM	10.45	s 10.11	s 9.50PM		s 7.10	6.35	s 6.25PM	75.6	TO-R DAVIS E. 4.5	
M 100 P	11.56PM		10.51				7.16			80.4	WEBSTER E. 6.5	
Sacramento Yard IP										86.9	Sacramento Northern Ry. Crossing E. 2.1	
BKW OTY P	s 12.10AM		s 11.05PM	s 10.35PM			s 7.30PM	s 6.50PM		89.0	TO-R SACRAMENTO	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive *See Note	Arrive Daily		(88.4)	
	(3.00) 29.40	(2.35) 29.03	(2.55) 30.31	(2.50) 31.20	(2.35) 29.03	(1.25) 21.83	(2.03) 43.13	(1.48) 49.11	(1.50) 40.91		Time over District Average Speed per Hour	

Capacity of sidings in car lengths	15	246	244	22	56	52	224	204	262	Distance from San Francisco	STATIONS
	FIRST CLASS										
	West Coast	Statesman	Statesman	Pacific Limited	Passenger	San Joaquin	Senator	Passenger	Passenger		
	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		1.30PM	1.30PM	9.00AM	8.30AM	7.30AM	7.30AM	4.30AM		0.0	SAN FRANCISCO E. 3.5
		1.50	1.50	9.20	8.50	7.50	7.50	4.50		3.5	OAKLAND PIER
Oakland yard BKWI P		2.00PM	1.55PM	9.35AM	9.05AM	8.00AM	7.56AM	5.30AM		3.5	TO-R OAKLAND PIER E. 1.4
BKWO ITY P										(4.9)	(TO-R WEST OAKLAND) E. 2.0
IP		s 2.10	s 2.04	s 9.47	s 9.13	s 8.08	s 8.01	s 5.40		5.5	OAKLAND (16th Street) E. 1.5
IP										7.0	SHELLMOUND E. 2.2
P		s 2.21	s 2.13	s 10.00	s 9.24	s 8.20	s 8.09	s 5.51		9.2	BERKELEY (University Ave.) E. 3.9
P										13.1	STEGE E. 1.9
P		s 2.33	s 2.23	s 10.13	s 9.36	s 8.33	8.16	s 6.03		15.0	RICHMOND E. 1.6
WP										16.6	SAN PABLO E. 3.2
E 41 W 37 P										19.8	SOBRANTE E. 3.2
E 105 W 95 P		s 2.45	f 2.33	10.25	s 9.46	8.43	8.24	s 6.18		23.0	PINOLE E. 2.5
P		f	f		f			s		25.5	RODEO E. 0.8
P		f	f		s			s		26.3	OLEUM E. 0.8
P					f			f		27.1	TORMEY E. 0.4
P		f	f		s			s		27.5	SELBY E. 1.4
Port Costa Yard P		s 3.05	s 2.51	s 10.45	s 10.06	s 8.58	8.32	s 6.38		28.9 29.0	CROCKETT E. 2.1
BK WOT P		s 3.11	s 2.57		s 10.13			s 6.46		31.1	R PORT COSTA E. 1.9
M 116 P										33.1	OZOL E. 1.7
WI P		s 3.35	s 3.08	s 10.57	s 10.21AM	s 9.09AM	8.40	s 7.13		34.7 31.7	TO-R MARTINEZ E. 5.7
M 118 P										38.0	BAHIA E. 10.1
Yard E 83 W 87 BKWOY P		s 4.05	s 3.33	11.23			8.58	s 7.50		48.9	TO-R SUISUN-FAIRFIELD E. 4.4
P								f 7.58		51.9	TOLENAS E. 7.5
M 88 WY P		f 4.19	f 3.46	11.36			9.08	s 8.12		59.4	ELMIRA E. 8.1
M 74 W P		s 4.37	s 3.57	11.49AM			9.16	s 8.27		67.5	DIXON E. 4.7
										71.8	TREMONT E. 4.1
Yard Limits E 80 W 81 KWIY P	5.40PM	s 4.55	s 4.10	f 12.05PM			s 9.27	s 8.50	7.45AM	75.6	TO-R DAVIS E. 4.5
M 100 P	5.46	5.01	4.16	12.11			9.32	8.56	7.52	80.4	WEBSTER E. 6.5
Sacramento Yard IP										86.9	Sacramento Northern Ry. Crossing E. 2.1
BKW OTY P	s 6.00PM	s 5.15PM	s 4.30PM	s 12.25PM			s 9.45AM	s 9.15AM	s 8.05AM	89.0	TO-R SACRAMENTO
	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(88.4)
	(0.20) 40.20	(3.15) 27.25	(2.35) 34.22	(2.50) 31.20	(1.16) 24.55	(1.09) 27.04	(1.49) 48.66	(3.45) 23.57	(0.20) 40.20		Time over District Average Speed per Hour

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 3, 4 and 5 for additional schedules between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When distant signal 328 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332SA, opposite white concrete marker block.

No. 204 reduce speed to 10 MPH at Giant on Sundays to dispatch papers.

No. 18 stop on flag at Richmond daily except Saturday and Sunday to receive express and mail for Portland or beyond.

No. 88 stop on signal at Davis to detrain helper conductor.

★No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
204	Giant, Pierce, Cygnus, Teal, Jacksnipe, Tremont	Daily	Any station	Any station
56	Stege	Sun. & Hol.	Any station	Any station
56	Giant	Daily Ex. Sun. & Hol.		Richmond
22	Suisun-Fairfield, Dixon	Daily	Reno	
246	Certainteed Pro. Co., (San Pablo) Giant, Vanden, Cannon	Daily except Sun. & Hol.	Any station	Any station
244	Giant	Sun. & Hol.	Any station	Any station
248	Dixon	Daily		Berkeley
18	Richmond, Suisun-Fairfield and Dixon	Daily	Woodland	
18	Dixon	Fri. Sat. & Sun.		Berkeley

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
28	Oleum, Selby, Suisun-Fairfield, Elmira, and Dixon	Daily	Ogden	
88	Richmond, Oleum, Selby, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	
20	Suisun-Fairfield, Elmira and Dixon	Daily	Woodland	
10	Oleum, Selby, Elmira and Dixon	Daily	Roseville	
10	Elmira, Dixon	Daily		Any station
10	Cygnus	Saturdays and Sundays		Berkeley

MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238

September 5, 1943

FIRST CLASS

STATIONS		Distance from Sacramento	21 Pacific Limited Arrive Daily	9 Fast Mail Arrive Daily	27 San Francisco Overland Limited Arrive Daily	25 Owl Arrive Daily	101 Streamliner City of San Francisco Arrive ★See Note	247 El Dorado Arrive Daily	19 Klamath Arrive Daily	87 Challenger Arrive Daily	16 West Coast Arrive Daily
SAN FRANCISCO W. 3.5	Oakland Ferry	92.0	6.50AM	7.20AM	9.20AM	9.20AM	9.50AM	9.50AM	10.50AM	10.50AM	
OAKLAND PIER		88.5	6.30	7.00	9.00	9.00	9.30	9.30	10.30	10.30	
TO-R OAKLAND PIER W. 2.0	A. B. S. Double Track	88.5	s 6.05AM	s 6.45AM	s 8.35AM	s 8.45AM	s 9.15AM	s 9.25AM	s 10.10AM	s 10.15AM	
(TO-R WEST OAKLAND) W. 1.0		(87.5)									
OAKLAND (16th Street) W. 1.5		86.5	s 5.56	s 6.35	8.26 s 8.21	s 8.37	s 9.08	s 9.20	s 10.02	10.08 s 10.03	
SHELLMOUND W. 2.2		85.0									
BERKELEY (University Ave.) W. 3.9		82.8	s 5.38	s 6.20	s 8.10	s 8.23	s 8.59	s 9.12	s 9.47	s 9.54	
STEGE W. 1.9		78.9									
RICHMOND W. 1.6		77.0	5.20	s 5.47	7.55	s 8.08		9.04	s 9.32	s 9.40	
SAN PABLO W. 3.0	Automatic Train Control	75.4									
SOBRANTE W. 4.1		72.2									
PINOLE W. 1.6		69.0	5.05	5.27	7.43	7.53	8.35	8.54	9.17	9.25	
RODEO W. 0.8		66.5									
OLEUM W. 0.8		65.7									
TORMEY W. 0.4		64.9									
SELBY W. 2.1		64.5									
CROCKETT W. 2.1		63.1	s 4.50	s 5.17	s 7.30	s 7.42		8.46	s 9.05	s 9.14	
R PORT COSTA W. 2.4		61.0						s 8.43			
OZOL W. 0.5		59.0									
TO-R MARTINEZ W. 7.2		57.4	4.32	4.54	7.15	7.25AM	8.17	s 8.38	s 8.50	s 8.54	
BAHIA W. 10.6		51.0			7.02					8.39	
TO-R SUISUN-FAIRFIELD W. 2.5	A. B. S.	40.1	4.00	4.36	6.50		8.02	s 8.16	8.22	8.27	
TOLENAS W. 7.5		37.1									
ELMIRA W. 8.1		29.6	3.44	4.26	6.34			8.05	8.09	8.14	
DIXON W. 4.3		21.5	3.32	4.18	6.23		7.47	7.57	s 8.00	8.05	
TREMONT W. 4.8		17.2									
TO-R DAVIS W. 3.8		13.4	f 3.20	4.10	s 6.12		7.39	s 7.48	7.50AM	7.55	s 10.40AM
WEBSTER W. 6.5		8.6	3.07	4.05	6.02			7.40		7.47	
Sacramento Northern Ry. Crossing W. 2.1		2.1									
TO-R SACRAMENTO		0.0	2.55AM	3.55AM	5.50AM		7.25AM	7.30AM		7.35AM	10.20AM
(88.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave *See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District Average Speed per Hour			(3.10) 27.95	(2.50) 31.23	(2.45) 32.18	(1.20) 23.32	(1.50) 48.27	(1.55) 46.17	(2.20) 32.19	(2.40) 33.19	(0.20) 40.20

STATIONS		Distance from Sacramento	23 Cascade Arrive Daily	229 Governor Arrive Daily Ex. Sunday and Holidays	243 Governor Arrive Sunday and Holidays only	55 Passenger Arrive Daily	223 Senator Arrive Daily	51 San Joaquin Arrive Daily	17 Oregonian Arrive Daily	241 Sierra Arrive Daily	261 Passenger Arrive Daily
SAN FRANCISCO W. 3.5	Oakland Ferry	92.0	2.50PM	5.50PM	5.50PM	6.50PM	7.50PM	9.20PM	10.20PM	10.50PM	
OAKLAND PIER		88.5	2.30	5.30	5.30	6.30	7.30	9.00	10.00	10.30	
TO-R OAKLAND PIER W. 2.0	A. B. S. Double Track	88.5	s 2.15PM	s 5.25PM	s 5.25PM	s 6.15PM	s 7.24PM	s 8.48PM	s 9.40PM	s 10.25PM	
(TO-R WEST OAKLAND) W. 1.0		(87.5)									
OAKLAND (16th Street) W. 1.5		86.5	s 2.08	s 5.18	s 5.18	s 6.08	s 7.17	s 8.41	s 9.32	s 10.18	
SHELLMOUND W. 2.2		85.0									
BERKELEY (University Ave.) W. 3.9		82.8	s 1.52	s 5.05	s 5.05	s 5.55	s 7.08	s 8.29	s 9.17	s 10.07	
STEGE W. 1.9		78.9									
RICHMOND W. 1.6		77.0	1.39	s 4.54	s 4.54	s 5.40	s 6.58	s 8.18	s 9.02	s 9.56	
SAN PABLO W. 3.0	Automatic Train Control	75.4									
SOBRANTE W. 4.1		72.2									
PINOLE W. 1.6		69.0	1.29	s 4.40	4.43	f 5.24	6.48	8.07	8.47	f 9.40	
RODEO W. 0.8		66.5		f	f	f				f	
OLEUM W. 0.8		65.7		f		f				f	
TORMEY W. 0.4		64.9									
SELBY W. 2.1		64.5		f		f					
CROCKETT W. 2.1		63.1	1.19	s 4.25	s 4.33	s 5.09	s 6.38	s 7.57	s 8.35	s 9.23	
R PORT COSTA W. 2.4		61.0		s 4.16	s 4.27	s 4.58				s 9.14	
OZOL W. 0.5		59.0									
TO-R MARTINEZ W. 7.2		57.4	1.09	s 4.09	s 4.21	4.50PM	s 6.25	7.42PM	s 8.20	s 9.07	
BAHIA W. 10.6		51.0									
TO-R SUISUN-FAIRFIELD W. 2.5	A. B. S.	40.1	12.46	s 3.44	s 4.00		s 6.04		7.52	s 8.41	
TOLENAS W. 7.5		37.1									
ELMIRA W. 8.1		29.6	12.34	f 3.28	s 3.47		5.51		7.39	8.23	
DIXON W. 4.3		21.5	12.25	s 3.18	s 3.38		5.43		7.30	s 8.12	
TREMONT W. 4.8		17.2									
TO-R DAVIS W. 3.8		13.4	12.15PM	s 3.06	s 3.28		s 5.34		7.20PM	s 8.00	s 11.00PM
WEBSTER W. 6.5		8.6		2.55			5.25				10.52
Sacramento Northern Ry. Crossing W. 2.1		2.1									
TO-R SACRAMENTO		0.0		2.45PM	3.10PM		5.15PM			7.40PM	10.40PM
(88.5)			Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District Average Speed per Hour			(2.00) 37.55	(2.40) 33.19	(2.15) 39.33	(1.25) 21.95	(2.09) 41.16	(1.06) 28.27	(2.20) 32.19	(2.45) 32.18	(0.20) 40.20

★No. 101 leave and arrive 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st of each month.

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 4 and 5 for additional schedules between Oakland Pier and Sacramento.

Automatic train control westward track from 100 ft. east of Signal 357 to Martinez.

When distant Signal 347 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on bridge.

No. 21 reduce speed to 10 MPH at Richmond to dispatch mail.

No. 87 reduce speed to 10 MPH at Davis to dispatch mail.

No. 229 stop at San Pablo Mondays, Wednesdays, Thursdays, Fridays.

No. 241 stop on flag at Teal Saturdays to entrain or detrain passengers.

No. 17 reduce speed to 10 MPH at Elmira on Sundays to receive mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
23	Crockett	Daily		Portland
229	Cygnus	Daily exc. Sun. and Hol.	Any station	Suisun
229	Certainteed Pro. Co., (San Pablo) Hercules, Giant.	Daily exc. Sun. and Hol.	Any station	Any station
17	Dixon and Suisun-Fairfield	Daily		Red Bluff
21	Any Station	Daily		Ogden
19	Suisun-Fairfield	Daily	Pittsburg	Dunsmuir
27	Dixon, Suisun-Fairfield	Daily		Reno
27	Elmira, Martinez, Selby, Oleum, Pinole and Richmond	Daily		Sacramento
87	Davis, Dixon, Elmira, Suisun-Fairfield Selby, Oleum and Pinole	Daily		Reno
261	Webster, Mikon, and Swingle	Daily	Any Station	Any Station

Time Table No. 238

September 5, 1943

Capacity of sidings in car lengths	THIRD CLASS				SECOND CLASS				Distance from San Francisco		STATIONS	
	476 Freight	515 Sacramento Division Freight	464 Freight	601 Sacramento Division Freight	412 Freight	442 Freight	410 Freight	470 Portland Freight				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				
									0.0		SAN FRANCISCO E. 3.5	Oakland Ferry
									3.5		OAKLAND PIER	
Oakland yard BKWI P									3.5	A. B. S. Automatic Train Control	TO-R OAKLAND PIER E. 1.4	Double Track
P BKWOITY	11.45 PM		9.00 AM		9.45 PM	9.30 PM	5.45 PM	2.00 AM	(4.9)		(TO-R WEST OAKLAND) E. 2.0	
I P									5.5		OAKLAND (16th Street) E. 1.5	
I P									7.0		SHELLMOUND E. 2.2	
P									9.2		BERKELEY (University Ave.) E. 3.9	
P									13.1		STEGE E. 1.9	
P									15.0		RICHMOND E. 1.6	
W P						10.05		2.45	16.6		SAN PABLO E. 3.2	
E 41 W 37 P									19.8		SOBRANTE E. 3.2	
E 105 W 95 P									23.0		PINOLE E. 2.5	
P									25.5		RODEO E. 0.8	
P			1.00 PM						26.3		OLEUM E. 0.8	
P									27.1		TORMEY E. 0.4	
P									27.5		SELBY E. 1.4	
Port Costa yard P									28.9 29.0		CROCKETT E. 2.1	
P BKWOT			4.00 PM						31.1	R	PORT COSTA E. 1.9	
P M 116									33.1		OZOL E. 1.7	
IW P	1.30 AM				11.45 PM	10.55	7.45 PM	3.45	34.7 31.7	TO-R	MARTINEZ E. 5.7	
P M 118									38.0	A. B. S.	BAHIA E. 10. 1	
Yard E 83 W 87 P BKWOY	2.15					11.35 PM		4.25	48.9	TO-R	SUISUN-FAIRFIELD E. 4.4	
									51.9		TOLENAS E. 7.5	
M 88 WY P									59.4		ELMIRA E. 8.1	
M 74 W P									67.5		DIXON E. 4.7	
P									71.8		TREMONT E. 4.1	
Yard Limits E 80 W 81 KWIY P	3.30	11.15 AM		8.30 AM		12.20 AM		5.30 AM	75.6	TO-R	DAVIS E. 4.5	
M 100 P									80.4		WEBSTER E. 6.5	
Sacto. yard I P									86.9		Sacramento Northern Ry. Crossing E. 2.1	
BKW OTY P	4.30 AM	11.45 AM		9.00 AM		12.45 AM			89.0	TO-R	SACRAMENTO	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(88.4)	
	(4.45) 18.71	(0.30) 26.80	(7.00) 4.30	(0.30) 26.80	(2.00) 15.52	(3.15) 27.25	(2.00) 15.52	(3.30) 21.03			............Time over District............ ....Average Speed per Hour..........	

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 3 and 5 for additional schedules between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When distant signal 328 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332 SA, opposite white concrete marker block.

Time Table No. 238

September 5, 1943

		STATIONS		Distance from Sacramento	SECOND CLASS	THIRD CLASS				
					471	514	600	465	475	411
					Oakland Freight	Sacramento Division Freight	Sacramento Division Freight	Freight	Freight	Freight
					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday
		SAN FRANCISCO W. 3.5	Oakland Ferry	92.0						
		OAKLAND PIER		88.5						
A. B. S.		TO-R OAKLAND PIER W 2.0	Double Track	88.5						
		(TO-R WEST OAKLAND) W. 1.0		(87.5)	12.30 PM			2.00 PM	1.00 AM	2.00 AM
		OAKLAND (16th Street) W. 1.5		86.5						
		SHELLMOUND W. 2.2		85.0						
Automatic Train Control		BERKELEY (University Ave.) W. 3.9		82.8						
		STEGE W. 1.9		78.9						
		RICHMOND W. 1.6		77.0						
		SAN PABLO W. 3.0		75.4						
		SOBRANTE W. 4.1		72.2						
		PINOLE W. 1.6		69.0						
		RODEO W. 0.8		66.5						
		OLEUM W. 0.8		65.7				11.00 AM		
		TORMEY W. 0.4		64.9						
		SELBY W. 2.1		64.5						
		CROCKETT W. 2.1		63.1						
	R	PORT COSTA W. 2.4		61.0				7.00 AM		
		OZOL W. 0.5		59.0						
	TO-R	MARTINEZ W. 7.2		57.4	10.40 AM				10.35 PM	11.40 PM
A. B. S.		BAHIA W. 10.6		51.0						
	TO-R	SUISUN-FAIRFIELD W. 2.5		40.1	10.00				10.00	
		TOLENAS W. 7.5		37.1						
		ELMIRA W. 8.1		29.6						
		DIXON W. 4.3		21.5						
		TREMONT W. 4.8		17.2						
	TO-R	DAVIS W. 3.8		13.4	9.00 AM	3.30 AM	5.30 AM		8.30	
		WEBSTER W. 6.5		8.6						
		Sacramento Northern Ry. Crossing W. 2.1		2.1						
	TO-R	SACRAMENTO		0.0		3.00 AM	5.05 AM		7.00 PM	
		(88.5)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
		Time over District Average Speed per Hour			(3.30) 21.03	(0.30) 26.80	(0.25) 32.16	(7.00) 3.72	(6.00) 14.58	(2.20) 13.28

ADDITIONAL STATIONS

(Pages 2, 3, 4 and 5)

Station	MP
pEmeryville	MP 6.6
Paraffin	MP 7.4
pStockyards	MP 7.8
pGiant	MP 18.9
pHercules	MP 23.8
pEckley	MP 30.1
pNevada Dock	MP 32.2
Pierce	MP 40.1
pCygnus	MP 42.2
Teal	MP 43.2
Jacksnipe	MP 45.1
Vanden	MP 53.8
Cannon	MP 55.4
Batavia	MP 64.2
Chiles	MP 77.1
Swingle	MP 79.1
Mikon	MP 86.3
Washington	MP 88.3

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 3 and 4 for additional schedules between Oakland Pier and Sacramento.

Automatic train control westward track from 100 ft. east of Signal 357 to Martinez.

When distant signal 347 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on bridge.

EASTWARD — MARTINEZ SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 238 September 5, 1943	Distance from Tracy	FIRST CLASS			THIRD CLASS
	412 Freight	**410** Freight	**26** Owl	**56** Passenger	**52** San Joaquin					**25** Owl	**55** Passenger	**51** San Joaquin	**411** Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Port Costa yard WIP	11.45 PM	7.45 PM	7.06 PM	10.27 AM	9.15 AM	34.7	Automatic Train Control	TO-R **MARTINEZ** E.1.3 — W.1.3 D.T.	47.5	s 7.20 AM	s 4.46 PM	s 7.38 PM	11.40 PM
Port Costa yard P						36.0		**MOCOCO** End of Double Track E.2.1 — W.2.1	46.2				
64 YP	12.30 AM	7.55		s 10.34	9.21	38.1		TO-R **AVON** E.2.5 — W.3.9	44.1	7.15	s 4.39	7.33	11.30
Yard Limits E.82 W.116 WP	1.00	8.05	7.16	f 10.40	9.25	41.3		TO **PORT CHICAGO** E.2.1 — W.1.3	40.9	7.10	s 4.32	7.29	11.05
P						43.0		**NICHOLS** E.1.8 — W.1.8	39.2				
50 P	1.10	8.15	**7.24**	10.46	9.31	44.8		**McAVOY** E.2.0 — W.1.7	37.4	7.04	4.27	**7.24**	10 43
Pittsburg yard 48						46.8		**SHELL POINT** E.2.1 — W.2.1	35.4				
Pittsburg yard 100 BWP	1.45	8.45	s 7.31	s 10.52	s 9.37	48.9		TO-R **PITTSBURG** E.1.9 — W.1.9	33.3	s 6.58	s 4.20	s 7.18	10.35
Pittsburg yard 55						50.8		**LOS MEDANOS** E.2.9 — W.2.8	31.4				
44 P	2.00	9.00	7.45	s 11.13	9.50	53.5	Automatic Block System	TO **ANTIOCH** E.1.8 — W.1.3	28.7	6.43	s 3.55		10.01
						55.0		**JERSEY** E.1.0 — W.1.0	27.2				
						56.0		**NEWLOVE** E.0.9 — W.1.7	26.2				
78	2.10	9.10	7.54	11.20	9.55	57.3		**NEROLY** E.2.5 — W.1.7	24.9	6.35	3.47		9.53
						59.4		**ARBOR** E.2.1 — W.2.4	22.8				
52 WP	2.35	9.20	f 8.06	s 11.29	10.01	61.7		TO **BRENTWOOD** E.3.2 — W.2.9	20.5	6.28	s 3.41	6.58	9.45
						64.7		**SILISAND** E.1.5 — W.2.3	17.5				
84 P	2.47	**9.30**	8.17	s 11.38	10.08	66.9		TO **BYRON** E.2.7 — W.1.9	15.3	6.20	s 3.31		**9.30**
						69.9		**BYRON HOT SPRINGS** E.2.5 — W.2.9	13.3				
46 P	3 00	9.42	8.25	11.45		71.6		**HERDLYN** E.3.9 — W.4.1	10.6		3.22		9.20
53 P	3.08	9.50		11.51 AM	10.18	75.7		**BETHANY** E.3.4 — W.3.4	6.5	6.05	3.17	6.44	9.13
42		9.57				79.1		**JANNEY** E.3.1 — W.2.9	3.1				
Tracy Yard BKWOTY P	3.25 AM	10.10 PM	s 8.42 PM	s 12.03 PM	s 10.27 AM	82.2		TO-R **TRACY**	0.0	5.55 AM	3.07 PM	6.36 PM	9.00 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(3.40) 12.95	(2.25) 19.65	(1.36) 29.69	(1.36) 29.69	(1.12) 39.58			Time over District Average Speed per Hour		(1.25) 33.52	(1.39) 28.79	(1.02) 45.98	(2.40) 17.81

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25	Brentwood	Discharge		Fresno
25	Brentwood	Receive	Berkeley	

RULE 5. At Mococo: Schedule time and train orders will apply at the end of double track.

No. 56 reduce speed at Byron Hot Springs to 10 MPH to dispatch papers.

EASTWARD — LOS BANOS SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco via Antioch		Time Table No. 238 September 5, 1943	Distance from Fresno	FIRST CLASS	THIRD CLASS		
	400 Freight Leave Daily	404 Freight Leave Daily	402 Freight Leave Daily	26 Owl Leave Daily			STATIONS		25 Owl Arrive Daily	403 Freight Arrive Daily	405 Freight Arrive Daily	401 Freight Arrive Daily
Tracy yard BKW OTY P	5.40PM	9.40AM	1.40AM	8.50PM	82.2	TO-R	**TRACY** E. 2.3 — W. 2.9 W. P. Crossing	126.2	s 5.45AM	7.00AM	3.00PM	11.00PM
Tracy yard I P	5.47	9.47	1.47	8.56	84.9		**LYOTH** E. 2.9 — W. 3.0	123.5		6.50	2.50	10.50
52 P	5.52	9.52	1.52		87.9		**YARMOUTH** E. 4.8 — W. 4.8	120.5	5.30	6.43	2.40	10.41
52 P	6.00	10.00	2.00	9.05	92.6		**VERNALIS** E. 3.8 — W. 3.7	115.8	5.22	6.35	2.30	10.32
43 P					96.4		**HALLY** E. 3.4 — W. 3.9	112.0				
103 WP	6.12	10.12	2.12	9.15	100.4	TO	**WESTLEY** E. 7.9 — W. 7.4	108.0	5.12	6.23	2.17	10.20
52 P	6.23	10.23	2.23	f 9.26	107.4	TO	**PATTERSON** E. 5.5 — W. 5.5	101.0	f 5.03	6.12	2.05	10.09
50 P	6.33	10.33	2.33	9.33	113.2		**CROWS LANDING** E. 4.1 — W. 4.1	95.2	4.55	6.03	1.55	10.00
47 P					117.3		**TIMBA** E. 1.9 — W. 2.2	91.1				
55 WP	6.43	10.43	2.43	f **9.45**	119.5	TO	**NEWMAN** E. 3.7 — W. 3.9	88.9	f 4.47	5.53	1.45	**9.45**
50 P	6.49	10.49	2.49	f 9.53	123.5	TO	**GUSTINE** E. 6.1 — W. 6.0	84.9	f 4.40	5.47	1.39	9.32
67 P	6.59	10.59	2.59	10.01	129.3		**INGOMAR** E. 6.1 — W. 6.3	79.1	4.32	5.38	1.30	9.23
53 P	7.09	11.09	3.09	10.08	135.6		**VOLTA** E. 4.8 — W. 5.1	72.8	4.25	5.28	1.20	9.13
80 Yd. Lmt. BKWOY P	7.30	11.30	3.26	s 10.25	140.4	TO-R	**LOS BANOS** E. 8.0 — W. 7.7	68.0	s 4.19	5.20	1.12	9.05
52 P	7.44	11.44	3.40	10.35	148.3		**AGATHA** E. 4.7 — W. 5.1	60.1	4.04	4.57	12.50	8.48
101 P	7.51	11.51AM	**3.58**	s 10.41	153.0	TO	**DOS PALOS** E. 6.9 — W. 6.4	55.4	f **3.58**	4.50	12.43	8.41
40 P	8.01	12.01PM	4.14	10.50	159.8		**OXALIS** E. 6.0 — W. 6.4	48.6	3.49	4.39	12.33	8.31
103 WP	**8.21**	**12.23**	**4.24**	10.57	166.2	TO	**FIREBAUGH** E. 4.9 — W. 4.6	42.2	f 3.42	**4.24**	**12.23**	**8.21**
43 P	8.33	12.35	4.32	11.03	170.8		**CROMIR** E. 3.6 — W. 4.0	37.6		4.05	12.15	8.14
89 P	8.39	12.41	4.38	11.09	174.5	TO	**MENDOTA** E. 7.4 — W. 7.0	33.9	f 3.32	3.59	12.09PM	8.08
41 P	8.51	12.52	4.50	11.18	181.9	R	**INGLE** E. 2.7 — W. 2.7	26.5	3.22	3.48	11.58AM	7.57
44 P	8.55	12.56	4.55	11.21	184.5		**JAMESAN** E. 8.6 — W. 8.9	23.9	3.19	3.44	11.54	7.53
N 111 Yd. Lts. S 81 WY P	9.10PM	1.10PM	5.10AM	11.31	193.0	TO-R	**KERMAN** E. 3.6 — W. 3.3	15.4	f 3.10	3.30AM	11.40AM	7.40PM
55					196.7		**FLOYD** E. 2.0 — W. 1.8	11.7				
P				11.38	198.5		**ROLINDA** E. 4.0 — W. 3.8	9.9	3.00			
P					202.5		**PRATTON** E. 4.0 — W. 5.9	5.9				
Fresno yard BKWOTY P				s 11.55PM	208.4	TO-R	**FRESNO**	0.0	2.45AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.30) 31.66	(3.30) 31.66	(3.30) 31.66	(3.05) 40.93			Time over District Average Speed per Hour		(3.00) 42.07	(3.30) 31.66	(3.20) 33.24	(3.20) 33.24

Automatic Block System (Tracy to Fresno)

EASTWARD Los Banos Subdivison WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco via Antioch		Time Table No. 238 September 5, 1943 Kerman Branch STATIONS	Distance from Caruthers
Yard Limits N 111 WY P S 81	193.0	TO-R	**KERMAN** E. 12.1 — W. 12.1	17.7
22	205.1		**RAISIN CITY** E. 5.5 — W. 5.8	5.6
20	210.7		**CARUTHERS**	0.0
			(17.7)	

ADDITIONAL STATIONS

Los Banos Line

Station	MP
Ohm	MP 93.5
pSolyo	MP 94.9
Vanormer	MP 104.8
Stomar	MP 116.0
pLinora	MP 126.9
Trent	MP 138.3
Abatto	MP 141.6
Brito	MP 149.6
Silaxo	MP 161.6
Benito	MP 169.0
Arbios	MP 172.8
Crayold	MP 205.3 (Spur)

Biola Line

Station	MP
West Acres	MP 206

EASTWARD — LOS BANOS SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco via Antioch		Time Table No. 238 September 5, 1943	Distance from Fresno Yard	THIRD CLASS		
	400 Freight Leave Daily	404 Freight Leave Daily	402 Freight Leave Daily			STATIONS		403 Freight Arrive Daily	405 Freight Arrive Daily	401 Freight Arrive Daily
N 111 Yd. Lts. S 81 WY P	9.10PM	1.10PM	5.10AM	193.0	TO-R	**KERMAN** E. 7.5 — W. 6.5	18.2	3.30AM	11.40AM	7.40PM
P	9.25	1.25	5.25	200.5	TO	**BIOLA** E. 8.3 — W. 8.0	10.7	3.17	11.27	7.27
Fresno yd I P	9.42	1.42	5.42	208.6		**BIOLA JUNCTION** E. 2.6 — W. 2.6	2.6	3.00	11.10	7.10
Fresno yd BKW P	9.50PM	1.50PM	5.50AM	211.2	TO-R	**FRESNO YARD**	0.0	2.50AM	11.00AM	7.00PM
	Arrive Daily	Arrive Daily	Arrive Daily			(18.2)		Leave Daily	Leave Daily	Leave Daily
	(0.40) 27.30	(0.40) 27.30	(0.40) 27.30			Time over District Average Speed per Hour		(0.40) 27.30	(0.40) 27.30	(0.40) 27.30

RULE 5. At Kerman, schedule time and train order time for Biola line trains applies to North siding, and for Pratton line trains applies to South siding.

Trains to and from Los Banos Subdivision via Biola Jct. will be governed by interlocking signals between Biola Jct. and west switch No. 1 drill track Fresno yard, and will use No. 1 drill track to enter or leave Fresno yard. See Page 10 for additional schedules between Biola Jct. and Fresno Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
26	Solyo, Firebaugh, Mendota and Kerman	Receive and Discharge	Fresno	Martinez
25	Solyo	Receive and Discharge	Fresno	Tracy

LATHROP SUBDIVISION

Time Table No. 238

September 5, 1943

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS			FIRST CLASS				Distance from San Francisco Via Niles	STATIONS
	454	421	425	423	232	56	52	59		
	Freight	Freight	Freight	Freight	Passenger	Passenger	San Joaquin	West Coast		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Tracy yard BKWO TY P	2.35 AM				6.50 PM	12.28 PM	10.32 AM		70.8	TO-R **TRACY** E. 3.1
P									73.9	**BANTA** E. 2.9
Spur									76.8	**WINSHIP** E. 1.5
I P									78.3	**SAN JOAQUIN RIVER DRAWBRIDGE** E. 3.8
Yard Limits E 70 W 79 Fresno 53 YI P	3.05	11.25 PM	3.30 PM	7.15 AM	s 7.10	s 12.48 PM	s 10.50 AM	6.45 AM	81.5	R **LATHROP** E. 4.0
Stockton yard P					f 7.16				86.1	**FRENCH CAMP** E. 1.6
I									87.7	T. S. Ry. Crossing E. 3.2
I										A. T. & S F. Crossing S. E. R. R. Crossing
BKWO ITY P	3.30 AM	11.50 PM	3.55	7.35	s 7.25 7.45			s 7.00 7.20	90.9	TO-R **STOCKTON** E. 1.4
I P									92.3	**STOCKTON TOWER No. 4** W. P. Crossing E. 0.4
Spur P									92.7	**EL PINAL** E. 1.2
W									93.9	**AKERS** E. 1.1
P									95.0	End of Double Track E. 1.3
125 P					f				96.6	**CASTLE** E. 1.8
Spur									98.1	**TOMSPUR** E. 1.9
125 P					f				100.2	**ARMSTRONG** E. 1.7 C. C. T. Co. Crossing
Yard Limits 131 BKWOY P					s 8.10			s 7.45	103.3	**LODI** E. 3.4
Spur P					f				105.1	**URGON** E. 0.6
125 P					f 8.16				106.2	**ACAMPO** E. 3.1
126 P					f				109.5	**FOREST LAKE** E. 2.5
Yard Limits 175 WY P					s 8.40			s 8.05	111.7	**GALT** E. 3.3
125 P					f				115.5	**NEED** E. 2.8
P					f				117.5	**ARNO** E. 2.0
128 P					f				119.5	**McCONNELL** E. 2.4
135 P					s 8.58			8.24	122.9	**ELK GROVE** E. 2.9
127 P					f				125.7	**MEADOWS** E. 3.3
137 WP					f 9.10			8.32	129.0	**FLORIN** E. 3.8
Sacramento yard P									132.0	**POLK** E. 1.5
WP		1.05 AM	5.00 PM	8.50 AM	f 9.25 PM			8.40 AM	133.2	**BRIGHTON** (62.4)

TIME AT ELVAS AND SACRAMENTO FOR INFORMATION ONLY. SEE SACRAMENTO DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN BRIGHTON AND SACRAMENTO.

Capacity of Sidings in Car Lengths	454	421	425	423	232	56	52	59	Distance from San Francisco Via Niles	STATIONS
		1.25 AM	5.20 PM	9.10 AM	9.30 PM			8.47 AM	136.2	E. 2.9 **ELVAS** E. 2.9
					9.40 PM			9.00 AM	139.1	**SACRAMENTO**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.55) 29.20	(1.40) 31.02	(1.30) 34.46	(1.35) 32.65	(2.35) 24.16	(0.20) 29.10	(0.18) 35.66	(1.55) 26.97		Time over District Average Speed per Hour

D. T. (Tracy to Winship)

Double Track (San Joaquin River Drawbridge to Stockton)

Double Track (Stockton Tower No. 4 to End of Double Track)

Automatic Block System (Tracy to Brighton)

Centralized Traffic Control System (Lodi to Polk)

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.

No. 59 reduce speed to 15 MPH at Acampo and Elk Grove to dispatch mail.

No. 56 stop at San Joaquin Bridge Mondays and days following Holidays to detrain employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency	Receive or Discharge	To or Beyond	From or Beyond
59	Any Station		Receive	Beyond Sacramento	
59	Any Station		Discharge		Fresno

LATHROP SUBDIVISION WESTWARD

Time Table No. 238

September 5, 1943

				FIRST CLASS				SECOND CLASS	THIRD CLASS
		STATIONS	Distance from Brighton	231 Passenger Arrive Daily	55 Passenger Arrive Daily	51 San Joaquin Arrive Daily	60 West Coast Arrive Daily	420 Freight Arrive Daily	455 Freight Arrive Daily Ex. Sunday
Automatic Block System	TO-R	**TRACY** W. 3.1	62.4	s 11.10 AM	s 2.43 PM	s 6.31 PM			8.00 PM
D. T.		**BANTA** W. 2.9	59.3	f 11.02					
		WINSHIP W. 1.5	56.4						
Double Track		**SAN JOAQUIN RIVER DRAWBRIDGE** W. 4.1	54.9						
	R	**LATHROP** W. 3.7	51.7	s 10.50	2.23 PM	6.15 PM	9.12 PM	11.25 PM	7.30
		FRENCH CAMP W. 1.6	47.1	f 10.33					
		T. S. Ry. Crossing W. 3.2	45.5						
		A. T. & S. F. Crossing S. E. R. R. Crossing							
	TO-R	**STOCKTON** W. 1.4	42.3	10.25 s 10.10			9.00 s 8.42	11.00	7.00 PM
Double Track		**STOCKTON TOWER No. 4** W. P. Crossing W. 0.4	40.9						
		EL PINAL W. 1.2	40.5						
		AKERS W. 1.1	39.3						
		End of Double Track W. 2.5	38.2						
Centralized Traffic Control		**CASTLE** W. 0.6	36.6						
		TOMSPUR W. 3.1	35.1						
		ARMSTRONG W. 2.5	33.0						
		C. C. T. Co. Crossing **LODI** W. 1.4	29.9	s 9.50			s 8.28		
		URGON W. 1.8	28.1						
		ACAMPO W. 3.1	27.0	f					
		FOREST LAKE W. 2.9	23.7	f					
		GALT W. 2.9	21.5	s 9.30			8.06		
		NEED W. 1.8	17.7	f					
		ARNO W. 3.0	15.7	f					
		McCONNELL W. 2.5	13.7	f					
		ELK GROVE W. 2.9	10.3	s 9.10			7.50		
		MEADOWS W. 3.4	7.5						
		FLORIN W. 2.6	4.2	s 8.58			7.42		
		POLK W. 1.5	1.2						
		BRIGHTON	0.0	8.50 AM			7.35 PM	9.30 PM	

TIME AT SACRAMENTO AND ELVAS FOR INFORMATION ONLY.
SEE SACRAMENTO DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SACRAMENTO AND BRIGHTON.

STATIONS		231	55	51	60	420	455
W. 2.3 **ELVAS** W. 2.9		8.45 AM			7.28 PM	9.10 PM	
SACRAMENTO		8.35 AM			7.15 PM		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
Time over District Average Speed per Hour		(2.20) 26.74	(0.20) 29.10	(0.16) 40.12	(1.37) 38.60	(1.55) 26.97	(1.00) 20.10

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.

No. 60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.

No. 60 reduce speed to 15 MPH at Elk Grove to dispatch mail.

No. 55 stop at San Joaquin Bridge upon advice from operator at Lathrop, on Saturdays and days preceding Holidays to entrain employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
60	Any Station	Receive	Modesto	
60	Any Station	Discharge		Roseville

EASTWARD LATHROP SUBDIVISION WESTWARD

Time Table No. 238

September 5, 1943

Lodi Branch

Capacity of sidings in car lengths		Distance from San Francisco via Niles		STATIONS	Distance from Kentucky House
Yard Limits BKWOYP		103.3	TO-R	**LODI** E. 1.8 — W. 1.8	39.3
		105.1		C. C. T. Co. Crossing E. 0.1 — W. 0.1	37.5
10		105.2		**ROMA** E. 1.7 — W. 2.1	37.4
17 P		107.1		**VICTOR** E. 3.6 — W. 3.5	35.5
38 P		110.7		**LOCKEFORD** E. 4.1 — W. 4.0	31.9
P		114.7		**CLEMENTS** E. 6.1 — W. 6.0	27.9
27 P		120.8		**WALLACE** E. 5.7 — W. 5.5	21.8
16		126.4		**HELISMA** E. 2.9 — W. 2.9	16.2
		129.3		**NORVAL** E. 0.7 — W. 0.9	13.3
Yard Limits 17 P		130.2	TO	**VALLEY SPRING** E. 4.5 — W. 4.6	12.4
19 P		134.7		**TOYON** E. 4.5 — W. 4.4	7.9
P		139.0		**MACNIDER** E. 3.6 — W. 3.5	3.6
Yard Limits YWP		142.6		**KENTUCKY HOUSE**	0.0
				(39.3)	

EASTWARD LATHROP SUBDIVISION WESTWARD

Time Table No. 238

September 5, 1943

Lodi Branch

Capacity of sidings in car lengths		Distance from San Francisco via Niles		STATIONS	Distance from Woodbridge
Yd. Limits BK WOYP		103.3	TO-R	**LODI** C. C. T. Co. Crossing E. 2.5 — W. 2.5	2.5
		105.8		**WOODBRIDGE**	0.0
				(2.5)	

EASTWARD LATHROP SUBDIVISION WESTWARD

Time Table No. 238

September 5, 1943

Ione Branch

Capacity of sidings in car lengths		Distance from San Francisco via Niles		STATIONS	Distance from Ione
Yard Limits 78 WYP		111.7	TO-R	**GALT** E. 5.0 — W. 5.0	27.1
		116.7		C. C. T. Co. Crossing E. 5.3 — W. 5.5	22.1
		122.0		**CLAY** E. 10.1 — W. 10.3	16.8
P		132.3		**CARBONDALE** E. 0.9 — W. 0.5	6.5
		133.0		**LIGNITE** E. 1.8 — W. 1.8	5.8
Spur		134.8		**EDWIN** E. 0.4 — W. 0.4	4.0
Spur		135.2		**CLARKSONA** E. 2.5 — W. 2.5	3.6
Spur		137.7		**DAGON** E. 0.9 — W. 1.2	1.1
Yard Limits WTP		138.8	TO-R	**IONE**	0.0
				(27.1)	

EASTWARD

MERCED SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS			Distance from San Francisco via Antioch	Time Table No. 238 September 5, 1943	Distance from Fresno	FIRST CLASS			SECOND CLASS		
	420 Freight	60 West Coast	56 Passenger	52 San Joaquin				59 West Coast	55 Passenger	51 San Joaquin	423 Freight	425 Freight	421 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits East 70 Fresno 53 I P	**11.25** PM	9.12 PM	12.50 PM	10.55 AM	92.9	TO-R **LATHROP** E. 0.9 — W. 0.9	112.6	6.45 AM	s 2.20 PM	6.15 PM	7.15 AM	3.30 PM	**11.25** PM
I P					93.8	W. P. Crossing E. 3.0 — W. 3.7	111.7						
76 P	11.35	f 9.21	s 1.00		96.8	TO **MANTECA** E. 1.6 — W. 1.9	108.7	6.35	s 2.05		7.05	3.18	11.12
115 P	11.40	9.24	1.05	11.03	99.4	**CALLA** E. 4.7 — W. 4.4	106.1	6.32	2.00	6.05	7.00	3.13	11.07
79 P	11.46	9.29	s 1.12		103.3	TO **RIPON** E. 3.1 — W. 3.5	102.2	6.26	s 1.53		6.42	3.05	10.59
79 P	11.51 PM	9.33	s 1.20	11.10	106.4	**SALIDA** E. 4.0 — W. 6.3	99.1	6.21	s 1.45		6.37	3.00	10.54
Yard Limits No. 1, 98 No. 2, 110 No. 3, 125 BKWOYP	12.05 AM	s 9.50	s **1.35**	s 11.25	113.1	TO-R **MODESTO** E. 4.3 — W. 1.0	92.4	s 6.10	s **1.35**	s 5.50	6.25	2.47	10.42
I P					114.7	T. S. Ry. Crossing E. 2.5 — W. 3.2	90.8						
72 P	12.15	9.57	s 1.58	11.32	117.4	**CERES** E. 3.6 — W. 3.6	88.1	5.55	f 1.02		6.13	2.35	10.30
70 P	12.20	10.01	f 2.04		120.8	**KEYES** E. 5.4 — W. 4.6	84.7	5.49	f 12.51	5.35	6.08	2.30	10.25
Yard Limits 82 P	12.30	s **10.13**	s **2.16**	s 11.44	126.2	TO-R **TURLOCK** E. 5.6 — W. 6.5	79.3	s 5.36	s 12.48	s 5.28	5.59	**2.16**	**10.13**
93 P	12.40	10.21	f 2.24		131.9	**DELHI** E. 4.5 — W. 4.3	73.6	5.28	f 12.35		5.49	1.56	9.45
80 WP	12.58	f 10.30	s 2.34	11.55 AM	136.4	TO **LIVINGSTON** E. 6.4 — W. 6.4	69.1	5.21	s 12.27		5.40	1.48	9.35
72 P	1.13	f 10.40	f 2.43		143.2	TO **ATWATER** E. 1.9 — W. 1.6	62.3	5.12	s 12.17	5.06	5.22	1.39	9.10
					144.8	**BUHACH** E. 1.7 — W. 2.6	60.7						
128 P	1.21	10.45	2.48	**12.07** PM	147.4	**FERGUS** E. 4.2 — W. 3.0 Automatic Block System	58.1	5.06	**12.07** PM		5.15	1.32	9.00
Yard Limits 147 BKWOTP	1.30	s 11.05	s 3.15	s 12.18	150.5	TO-R **MERCED** E. 5.8 — W. 6.6	55.0	s 5.00	s 11.55 AM	s 4.57	5.10	1.25	8.52
72 P	1.45	11.16	f 3.25	12.26	156.6	**LINGARD** E. 4.1 — W. 4.1	48.9	4.42	11.31		4.56	1.00	8.35
76 P	1.52	11.21	f 3.32		160.5	**ATHLONE** E. 6.3 — W. 6.6	45.0	4.35	11.26	4.41	4.50	12.50	8.28
80 P	2.02	11.28	f 3.41	**12.37**	166.9	**MINTURN** E. 1.5 — W. 0.9	38.6	4.26	11.18		4.40	**12.37**	8.18
WYP		f 11.32	s 3.48		168.2	TO **CHOWCHILLA** E. 4.8 — W. 5.3	37.3		s 11.15				
76 P	2.12	11.39	f 3.56		173.0	**FAIRMEAD** E. 2.6 — W. 2.8	32.5	4.19	f 11.07	4.29	4.31	12.12	8.07
71 WTP	2.17		f 4.00		176.5	**BERENDA** E. 3.2 — W. 3.0	29.0	4.15	11.02		4.25	12.06	8.00
100 P	2.22	11.47	4.04	12.51	179.2	**NOTARB** E. 5.2 — W. 4.2	26.3		10.59		4.20	12.01 PM	7.55
Yard Limits 143 WP	2.32	s 11.59 PM	s **4.19**	s 1.00	183.9	TO **MADERA** E. 6.0 — W. 6.8	21.6	s 4.03	s 10.53	s **4.19**	4.12	11.53 AM	7.47
76 P	2.41	12.09 AM	4.30	1.07	190.2	**IRRIGOSA** E. 5.5 — W. 5.4	15.3	3.46	10.42		4.00	11.40	7.35
80 P	2.49	12.15	f 4.40	1.13	195.6	**HERNDON** E. 3.9 — W. 3.1	9.9	3.40	f 10.35	4.04	3.50	11.30	7.25
Fresno Yard I P					199.2	**BIOLA JCT.** E. 2.6 — W. 2.6	6.3						
BKWP	3.00 AM	12.22	4.50	1.20	201.8	TO-R **FRESNO YARD** E. 3.7 — W. 3.7 Double Track	3.7	3.30	10.25	3.58	3.40 AM	11.20 AM	7.15 PM
BKW OTYP		s 12.35 AM	s 5.00 PM	s 1.30 PM	205.5	TO-R **FRESNO**	0.0	3.20 AM	10.15 AM	3.50 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.35) 30.39	(3.23) 33.28	(4.10) 27.02	(2.35) 43.52		Time over District Average Speed per Hour		(3.25) 32.95	(4.05) 27.58	(2.25) 46.59	(3.35) 30.39	(4.10) 26.14	(4.10) 26.14

RULE 5. At Modesto time for No. 55 applies at west end No. 2 siding. No. 56 may use No. 2 siding when meeting No. 55 at Modesto.

See page 7 for additional schedules between Biola Jct. and Fresno Yard.

No. 56 reduce speed to 10 MPH at Delhi and Atwater to dispatch papers.

No. 59 will not stop at station at Lathrop but will use east leg of wye to Lathrop subdivision.

No. 60 reduce speed to 5 MPH at Chowchilla to receive mail.

No. 51 reduce speed to 5 MPH at Lathrop to receive mail.

ADDITIONAL STATIONS

P	Cognac	MP 100.6
	Covell	MP 108.1
	Alcant	MP 129.3 (Spur)
	Arena	MP 138.9 (Spur)
	Creegan	MP 151.9 (Spur)
	Labranza	MP 163.3 (Spur)
	Sierra Vista	MP 165.8 (Spur)
	Borden	MP 186.7

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
60	Any Station	Discharge		Stockton

EASTWARD — NILES SUBDIVISION — WESTWARD

Time Table No. 238

September 5, 1943

Capacity of sidings in car lengths	402 Freight (Second Class)	408 Freight (Second Class)	406 Freight (Second Class)	Distance from San Francisco			STATIONS	Distance from Tracy	401 Freight (Second Class)	429 Freight (Second Class)	409 Freight (Second Class)	433 Freight (Second Class)	413 Freight (Second Class)	437 Freight (Second Class)
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits WIYP	8.50 PM	9.30 AM		26.2	D.T.	TO-R	**REDWOOD JCT.** E. 1.3 — W. 1.3	57.7	3.10 AM		10.55 AM		6.40 PM	
				27.5			End of Double Track E. 0.5 — W. 0.5	56.4						
				28.0	Automatic Block System		**SWEENEY** E. 1.3 — W. 1.5	55.9						
64 P	8.57	9.37		29.5			**HENDERSON** E. 1.6 — W. 1.4	54.4	3.04		10.49		6.34	
				30.9			**RAVENSWOOD** E. 2.7 — W. 3.2	53.0						
51 P	9.05	9.45		33.9			**DUMBARTON** E. 2.6 — W. 3.1	50.0	2.56		10.41		6.26	
Yard Limits 100 WIYP	9.30	10.05	6.05 AM	37.2		TO-R	**NEWARK** E. 3.6 — W. 3.1	46.7	2.49		10.34		6.19	
51 P	9.35	10.15	6.10	40.1			**CENTERVILLE** E. 1.5 — W. 1.9	43.8	2.43		10.28		6.13	
Yard Limits 80 P	9.38	**10.25**	6.25	41.7			**SHINN** E. 1.2 — W. 0.3	42.2	2.40		**10.25**		6.10	
IYP	9.40	10.27	6.30	42.5		TO-R	W. P. Crossing **NILES TOWER** E. 0.5 — W. 0.5	41.4	2.38	3.08 AM	10.23	11.05 AM	6.08	6.38 PM
	9.42	10.30	6.33	43.0 29.9			**NILES JUNCTION** E. 1.8 — W. 2.6	40.9	2.37	3.07	10.22	11.04	6.07	6.37
76 P	9.47	10.35	6.38	31.7			**FARWELL** E. 3.8 — W. 4.0	39.1	2.33	3.03	10.18	11.00	6.03	6.33
95 P	9.58	**10.46**	6.49	35.6			**SUNOL** E. 5.1 — W. 4.8	35.2	2.23	2.53	10.08	**10.46**	5.53	6.23
73 P	10.09	10.57	7.00	40.9		TO	**PLEASANTON** E. 1.4 — W. 0.7	29.9	2.12	2.42	9.57	10.30	5.42	6.12
Yard Limits IYP				42.0		TO	**RADUM** E. 0 4 — W. 0.4	28.8						
				42.4			**REMILLARD** E. 0.5 — W. 2.0	28.4						
E 110 W 105 YP	10.13	11.01	7.04	43.0			**ELIOT** E. 3.2 — W. 3.8	27.8	2.08	2.38	9.53	10.26	5.38	6.08
Yd. Lmts. E 85 BK W 80 WP	10.30	11.10	7.12	46.9		TO-R	**LIVERMORE** E. 2.3 — W. 0.3	23.9	2.00	2.30	9.45	10.18	5.30	6.00
P				48.4			**TREVARNO** E. 1.5 — W. 2.3	22.4						
74 P	10.37	11.17	7.19	50.5			**ULMAR** E. 4.4 — W. 4.6	20.3	1.53	2.23	9.38	10.11	5.23	5.53
94 WTP	10.49	11.30	7.29	55.0		TO	**ALTAMONT** E. 4.9 — W. 4.7	15.8	1.42	2.12	9.27	10.00	5.12	5.42
72 P	10.59	11.40	7.40	59.5			**CAYLEY** E. 3.8 — W. 3.8	11.3	1.32	2.02	9.17	9.47	5.02	5.32
72 P	11.11	11.52 AM	7.52	63.1			**MIDWAY** E. 7.7 — W. 7.0	7.7	1.20	1.50	9.05	9.35	4.50	5.20
Tracy Yard BKWOTY P	11.25 PM	12.05 PM	8.10 AM	70.8		TO-R	**TRACY**	0.0	1.00 AM	1.30 AM	8.45 AM	9.15 AM	4.30 PM	5.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(57.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.35) 22.33	(2.35) 22.33	(2.05) 22.41				Time over District Average Speed per Hour		(2.10) 26.63	(1.38) 23.30	(2.10) 26.63	(1.50) 22.58	(2.10) 26.63	(1.38) 23.30

RULE 5. At Redwood Junction schedule time and train orders will apply at the end of double track.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Schedule time, and train-order time unless otherwise provided, on Elmhurst-Santa Clara line at Newark will apply at the siding located east of station building. The west end of house track between crossover 300 feet west of station building and west switch will be known as "Passenger Track," and must be left clear for use by passenger trains who may be authorized by train order to use this track.

EASTWARD

NILES SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from San Francisco			Distance from Santa Clara	FIRST CLASS					SECOND CLASS		THIRD CLASS			
	418	416		422	74	40	12	250		Time Table No. 238			39	73	11	255		419	407			415	417
	Freight	Freight		Freight	Oakland Lark	W. P. Passenger	W. P. Passenger	Passenger		September 5, 1943			W. P. Passenger	Oakland Lark	W. P. Passenger	Passenger		Freight	Freight			Freight	Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
					8.00 PM	5.00 PM	1.00 PM	7.00 AM	0.0	**SAN FRANCISCO** E. 3.5 — W. 3.5	Oakland Ferry	44.8	8.20 AM	9.50 AM	5.50 PM	6.50 PM							
					8.20	5.20	1.20	7.20	3.5	**OAKLAND PIER**		41.3	8.00	9.30	5.30	6.30							
Oakland yard BKWI P					8.28 PM	5.40 PM	1.40 PM	7.30 AM	3.5	TO-R **OAKLAND PIER** E. 1.4 — W. 1.4 Cedar St. Crossing	Double Track	41.3	s 7.45 AM	s 9.20 AM	s 5.05 PM	s 6.20 PM							
BKW OITY P	10.30 AM	6.30 AM		8.45 PM					4.9	TO-R **WEST OAKLAND** E. 1.0 — W. 1.0		39.9						5.30 AM				3.30 PM	5.50 PM
I P						5.48 PM	1.48 PM		5.9	Western Pacific Crossing MAGNOLIA TOWER E. 0.8 — W. 0.8		38.9	7.35 AM		4.57 PM								
I P					s 8.45			s 7.47	6.7	**OAKLAND** (First Street) E. 1.6 — W. 1.6		38.1		s 9.07		s 6.07							
P									8.3	**EAST OAKLAND** E. 1.4 — W. 1.4		36.5											
I P					s 8.52			s 7.54	9.7	**FRUITVALE** E. 3.7 — W. 3.7		35.1		s 8.53		s 5.55							
64 WP	10.55	6.55 AM		9.30	8.58			7.59	13.4	TO-R **ELMHURST** End of Double Track E. 2.1 — W. 2.1		31.4		8.45		5.48		5.00				3.05 PM	5.25
	11.05								15.5	**MULFORD** E. 2.1 — W. 2.3	Automatic Block System	29.3											5.15
P	11.20								17.8	**ROBERT** E. 2.4 — W. 2.9		27.0											5.05
70 WP	11.25			9.44	9.07			8.08	20.2	**RUSSELL** E. 1.5 — W. 1.1		24.6		8.37		5.40		4.45					4.50
P	11.30 AM								21.5	**MOUNT EDEN** E. 1.5 — W. 1.3		23.3											4.45
Spur									23.0	**BAUMBERG** E. 1.8 — W. 2.4		21.8											
64 P	12.30 PM			9.55	9.14			8.15	25.3	TO **ALVARADO** E. 1.4 — W. 0.8		19.5		8.31		5.34		4.35					4.30
									26.2	**HALL** E. 4.5 — W. 5.2		18.6											
Yard Limits 80 WIY P	12.50 PM			10.10	9.22			s **8.23**	30.6	TO-R **NEWARK** E. 3.4 — W. 3.3		14.2		**8.23**		5.27		4.20	6.05 AM				3.30 PM
80 P				10.20	9.27			8.29	34.1	**ALBRAE** E. 2.5 — W. 1.7		10.7		8.08		5.22		4.00	5.58				
P									36.5	**DRAWBRIDGE** E. 2.5 — W. 2.7		8.3											
P					9.32			8.35	39.1	**ALVISO** E. 2.3 — W. 2.6		5.7		f 8.02									
53 P				10.38	f 9.38			8.40	41.7	TO **AGNEW** E. 3.4 — W. 2.9		3.1		f 7.57		5.14		3.40	5.47				
San Jose yd. KI P				10.45 PM	9.43 PM			8.45 AM	44.8	**SANTA CLARA**		0.0		7.52 AM		5.10 PM		3.30 AM	5.40 AM				
TIME AT SAN JOSE YARD AND SAN JOSE FOR INFORMATION ONLY—SEE COAST DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SANTA CLARA AND SAN JOSE.																							
										TO-R **SAN JOSE YARD**													
					9.50 PM			8.50 AM		TO-R **SAN JOSE**				7.47 AM		5.05 PM							
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.20) 10.01	(0.25) 20.40		(2.00) 19.95	(1.15) 33.04	(0.08) 18.00	(0.08) 18.00	(1.15) 33.04		..............Time over District.............. ....Average Speed per Hour.........			(0.10) 14.40	(1.28) 28.14	(0.8) 18.00	(1.10) 35.54		(2.00) 19.95	(0.25) 34.08			(0.25) 20.40	(2.20) 10.01

No. 73 stop on flag at Drawbridge Wednesdays and Saturdays.

No. 74 stop on flag at Drawbridge Wednesdays, Fridays, Saturdays and Sundays.

RULE 5. At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Schedule time, and train-order time unless otherwise provided, on Elmhurst-Santa Clara line at Newark will apply at the siding located east of station building. The west end of house track between crossover 300 feet west of station building and west switch will be known as "Passenger Track," and must be left clear for use by passenger trains who may be authorized by train order to use this track.

Sections of Western Pacific first class trains may display signals between Oakland Pier and Magnolia Tower (W. P. Chestnut Jct.), in either direction without train-order authority.

Registration of sections of W. P. first class trains terminating at W. P. Chestnut Jct. and moving to W. P. Oakland Yard may be phoned from W. P. Oakland Yard to Operator Southern Pacific, Oakland Pier for entry on register at Oakland Pier.

EASTWARD NILES SUBDIVISION WESTWARD

Capacity of sidings in car lengths					SECOND CLASS				Distance from San Francisco		Time Table No. 238	Distance from San Jose	THIRD CLASS			
					437	433	416	429			September 5, 1943		415			
					Freight	Freight	Freight	Freight					Freight			
					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily Ex. Sunday			
Oakland yard 64 WP							6.55 AM		13.4	Automatic Block System	TO-R **ELMHURST** E. 1.3 — W. 1.8	34.3	3.05 PM			
Oakland yard 36 P							7.00		14.8		TO **SAN LEANDRO** E. 1.8 — W. 1.7	32.9	3.00			
									16.5		**ESTUDILLO** E. 0.8 — W. 0.7	31.2				
35 P							7.15		17.5		**LORENZO** E. 2.6 — W. 2.7	30.2	2.50			
100 WP							8.15		20.1		TO **HAYWARD** E. 4.0 — W. 3.8	27.6	2.40			
33							8.25		24.0		**HALVERN** E. 2.4 — W. 2.4	23.7	1.50			
32 P							8.35		26.5		**DECOTO** E. 2.5 — W. 3.0	21.2	1.45			
Yard Limits 70 KWY P							10.00 AM		29.2		TO-R **NILES** E. 1.0 — W. 0.3	18.5	1.30 PM			
Yard Limits IY P					6.38 PM	11.05 AM		3.08 AM	29.7		TO-R **NILES TOWER** W. P. Crossing E. 2.6 — W. 3.3	18.0				
35 P					6.48	11.15		3.18	32.8		**IRVINGTON** E. 3.9 — W. 3.8	14.9				
P									36.3		**WARM SPRINGS** E. 4.4 — W. 4.3	11.4				
37 P					7.08	11.35		3.38	40.7		**MILPITAS** E. 2.6 — W. 2.2	7.0				
P									43.3		**WAYNE** E. 4.4 — W. 4.4	4.4				
San Jose yard BKWOITY P					7.30 PM	11.57 AM		4.00 AM	47.7		TO-R **SAN JOSE YARD**	0.0				
					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(34.3)		Leave Daily Ex. Sunday			
					(0.52) 21.60	(0.52) 21.60	(3.05) 5.12	(0.52) 21.60			Time over District Average Speed per Hour		(1.35) 9.98			

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths		THIRD CLASS	Distance from San Francisco via Niles	Time Table No. 238	Distance from Montpellier	THIRD CLASS	
		454		September 5, 1943		455	
		Freight		Oakdale Branch		Freight	
		Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	
Stockton Yard BKWOITY P		4.00 AM	90.9	TO-R **STOCKTON** W. P. Crossing C. C. T. Co. Crossing E. 5.1 — W. 5.1	48.9	6.30 PM	
Spur			96.0	**ORFORD** E. 4.6 — W. 4.6	43.8		
Spur			100.6	**HOLDEN** E. 3.0 — W. 3.3	39.2		
28 YP		4.30	103.8	**PETERS** E. 4.5 — W. 4.4	36.0	6.00	
P		4.45	108.2	**FARMINGTON** E. 3.4 — W. 3.2	31.6	5.47	
Spur			111.5	**GOTRI** E. 5.1 — W. 5.3	28.3		
P		5.00	116.7	**VALLEY HOME** E. 4.0 — W. 3.8	23.1	5.25	
Spur			120.6	**ADELA** E. 1.8 — W. 1.8	19.2		
Yard Limits 50 WP		5.30 AM	122.4	TO-R **OAKDALE** A. T. & S. F. Crossing E. 3.9 — W. 3.9	17.4	5.00 PM	
			126.3	**CLARIBEL** E. 6.0 — W. 6.2	13.5		
P			132.4	TO **WATERFORD** E. 1.6 — W. 1.6	7.4		
P			134.0	**HICKMAN** E. 5.4 — W. 5.7	5.8		
P			139.8	**MONTPELLIER**	0.0		
		Arrive Daily Ex. Sunday		(48.9)		Leave Daily Ex. Sunday	
		(1.30) 21.00		Time over District Average Speed per Hour		(1.30) 21.00	

EASTWARD MERCED SUBDIVISION WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco via Antioch	Time Table No. 238	Distance from Dairyland	
			September 5, 1943		
			Chowchilla Branch		
			STATIONS		
41 WP		168.2	TO **CHOWCHILLA** E. 4.4 — W. 4.4	10.1	
		172.6	**ASH** E. 2.7 — W. 2.7	5.7	
		175.3	**TILLMAN** E. 1.9 — W. 1.9	3.0	
Spur		177.2	**PLAINS** E. 1.1 — W. 1.1	1.1	
		178.3	**DAIRYLAND**	0.0	
			(10.1)		

EASTWARD MERCED SUBDIVISION WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco via Antioch	Time Table No. 238	Distance from Daulton	
			September 5, 1943		
			Berenda Branch		
			STATIONS		
WT P		176.5	R **BERENDA** E. 3.3 — W. 3.3	11.4	
I		179.8	TO **KISMET TOWER** A. T. & S. F. Crossing E. 4.0 — W. 4.0	8.1	
		183.8	**TALBOT** E. 4.1 — W. 4.1	4.1	
		187.9	**DAULTON**	0.0	
			(11.4)		

Eastward Niles Subdivision Westward

Distance from San Francisco	Time Table No. 238	Distance from Stonehurst
	September 5, 1943	
	Stonehurst Branch	
	STATIONS	
13.4	TO **ELMHURST** E. 0.9 — W. 0.9 Western Pacific Crossing	0.9
14.3	**STONEHURST**	0.0
	(0.9)	

Eastward Niles Subdivision Westward

Distance from San Francisco	Time Table No. 238	Distance from Halvern
	September 5, 1943	
	Alvarado Branch	
	STATIONS	
25.3	TO **ALVARADO** 2.6	2.6
27.9	**HALVERN**	0.0
	(2.6)	

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238
September 5, 1943

Napa Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 440 Freight Leave Daily Ex. Sunday	SECOND CLASS 438 Freight Leave Daily	Distance from San Francisco via Vallejo		STATIONS	Distance from Calistoga	THIRD CLASS 439 Freight Arrive Daily	THIRD CLASS 441 Freight Arrive Daily Ex. Sunday
Yard BK 101 WOY P	2.00AM	9.30AM	50.5	TO-R	**SUISUN-FAIRFIELD** E. 2.6 — W. 2.7	47.8	1.50PM	6.15PM
			47.9		**SUBEET** E. 1.5 — W. 1.7	45.2		
29	2.10	9.40	46.2		**THOMASSON** E. 1.5 — W. 1.5	43.5	1.40	6.00
39 WP	2.15	9.45	44.8		**CORDELIA** E. 3.8 — W. 3.7	42.1	1.35	5.50
W25 E28 P	2.25	9.55	41.0		**CRESTON** E. 3.9 — W. 3.6	38.3	1.25	5.35
Yard Limits WY P	2.45	10.10AM	37.2	TO-R	**NAPA JUNCTION** E. 0.8 — W. 0.8	34.5	1.10PM	5.15
			38.0		Napa Valley Ry. Crossing E. 6.9 — W. 7.6	33.7		
Yard Limits 50 W	4.00		45.5	TO	**NAPA** E. 2.9 — W. 2.4	26.2		4.45
29	4.10		47.8		**UNION** E. 6.3 — W. 6.0	23.9		3.50
	4.30		54.0	TO	**YOUNTVILLE** E. 3.5 — W. 3.5	17.7		3.40
	4.55		57.5		**OAKVILLE** E. 2.0 — W. 1.9	14.2		3.20
	5.10		59.4		**RUTHERFORD** E. 1.7 — W. 1.8	12.3		3.05
	5.15		61.2		**ZINFANDEL** E. 2.2 — W. 2.5	10.5		2.50
22	6.10		63.6		**ST. HELENA** E. 4.3 — W. 3.8	8.1		2.45
W			67.5		**BALE** E. 1.4 — W. 1.5	4.2		
W			69.0		**MAPLE** E. 2.7 — W. 2.7	2.7		
Yard Limits 21 BKT	7.00AM		71.7	TO-R	**CALISTOGA**	0.0		2.00PM
	Arrive Daily Ex. Sunday	Arrive Daily			(47.8)		Leave Daily	Leave Daily Ex. Sunday
	(5.00) 9.52	(0.40) 19.80			Time over District Average Speed per Hour		(0.40) 19.80	(4.15) 11.17

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238
September 5, 1943

Schellville Branch

Capacity of Sidings in Car Lengths	SECOND CLASS	SECOND CLASS 438 Freight Leave Daily	Distance from San Francisco via Vallejo		STATIONS	Distance from Schellville Junction	THIRD CLASS 439 Freight Arrive Daily	THIRD CLASS
Yard Limits WYP		10.30AM	37.2	TO-R	**NAPA JUNCTION** E. 0.4 — W. 0.4	11.3	12.50PM	
			37.6		Napa Valley Ry. Crossing E. 0.1 — W. 0.5	10.9		
68		10.35	38.0		**LOMBARD** E. 3.0 — W. 2.6	10.5	12.45	
P			40.7		**BRAZOS** E. 1.5 — W. 1.5	7.8		
			42.2		**BUCHLI** E. 3.5 — W. 3.5	6.3		
			45.7		**RAMAL** E. 2.8 — W. 2.8	2.8		
Yard Limits Y		11.10AM	48.5	TO-R	**SCHELLVILLE JCT.**	0.0	12.10PM	
		Arrive Daily			(11.3)		Leave Daily	
		(0.40) 17.25			Time over District Average Speed per Hour		0.40) 17.25	

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238
September 5, 1943

Winters Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from End of Track	
WY P		59.4 59.6	R	**ELMIRA** E. 4.1 — W. 4.1	30.8	
		63.7	TO	**VACAVILLE** E. 4.8 — W. 4.8	26.7	
		68.5		**HARTLEY** E. 7.4 — W. 7.6	21.9	
WT 20		76.0	TO	**WINTERS** E. 4.4 — W. 4.3	14.4	
		80.3		**NORTON** E. 2.5 — W. 2.4	10.1	
		82.8		**ARROZ** E. 0.8 — W. 0.9	7.6	
		83.6		**CITRONA** E. 3.2 — W. 3.1	6.8	
		86.8		**MADISON** E. 3.0 — W. 3.2	3.6	
W		89.9	TO-R	**ESPARTO** E. 0.6 — W. 0.5	0.5	
		90.4		**END OF TRACK**	0.0	
				(30.8)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238
September 5, 1943

Union Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Union	
		48.5	**END OF TRACK** E. 0.3 — W. 0.3	2.3	
		48.8	**WEST NAPA** E. 2.0 — W. 2.0	2.0	
30		50.8	**UNION**	0.0	
			(2.3)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238
September 5, 1943

Benicia Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco	STATIONS	Distance from Benicia	
Port Costa yd. M118 P		38.0	**BAHIA** E. 3.8 — W. 4.1	5.6	
P		33.8	**ARMY POINT** E. 1.3 — W. 1.3	1.4	
P		32.4	**BENICIA**	0.0	
			(5.6)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238
September 5, 1943

San Ramon Branch

Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Radum	
67 YP		38.1	TO-R	**AVON** E. 2.9 — W. 2.9	29.7	
		41.0		**GALINDO** E. 1.4 — W. 1.7	26.8	
26 W		42.5	TO	**CONCORD** E. 2.6 — W. 2.6	25.3	
		45.1		**HOOKSTON** E. 0.7 — W. 0.6	22.7	
		45.8		**LAS JUNTAS** Sacramento Northern Ry. Crossing E. 2.3 — W. 2.5	22.0	
23		48.2	TO	**WALNUT CREEK** E. 4.5 — W. 4.3	19.6	
		52.6		**ALAMO** E. 2.0 — W. 2.3	15.2	
		54.8		**DANVILLE** E. 3.3 — W. 3.1	13.0	
27		57.7		**SAN RAMON** E. 5.7 — W. 5.6	10.1	
Yard Limits		63.6		**DOUGHERTY** E. 2.7 — W. 3.0	4.2	
27		66.4		**ASCO** E. 1.5 — W. 1.2	1.4	
I Y P		67.8	TO	Western Pac. Crossing **RADUM**	0.0	
				(29.7)		

EASTWARD MARTINEZ SUBDIVISION WESTWARD

Time Table No. 238
September 5, 1943

Vallejo Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Vallejo	
Yard Limits 38 WYP		37.2	TO-R	**NAPA JUNCTION** E. 2.8 — W. 2.8	7.1	
21		34.4		**FLOSDEN** E. 4.3 — W. 4.3	4.3	
Yard Limits WT		30.1	TO-R	**VALLEJO**	0.0	
				(7.1)		

ADDITIONAL STATIONS
NAPA BRANCH

Rocktram	MP 42.8
Imola	MP 44.2
Oak Knoll	MP 50.2
Thomann	MP 62.1
Krug	MP 64.5
Barro	MP 65.3
Larkmead	MP 68.3

RULE 1 (A). Standard Clock at yard office, Richmond Transfer.

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco	E. J. Land, 745 Third St.
Oakland	E. W. Becker, 3357 E. 14th St.
Oakland	L. L. Hoffman, 740 Broadway
Oakland	E. S. Griffin, 214 Easton Bldg.
Oakland	Don J. Allphin, 5836 Foothill Blvd.
Alameda	A. O. Gott
Berkeley	W. R. Burke, 2199 Shattuck Avenue
Berkeley	Ernest L. Dorrett, 1823 Solano Avenue
Richmond	O. A. Poulsen, 822 McDonald Ave.
Stockton	C. Mantele, 129 N. Sutter St.
Lodi	Jack Labes
Benicia	Curt S. Appe
Vallejo	G. E. Bangle Co.
Calistoga	Albert Mercer
Winters	C. E. Wyatt
Sacramento	H. T. Harger, 1028 K St.
Roseville	D. B. Farnsworth
Martinez	John G. Beard
Pittsburg	H. A. Minasian
Tracy	L. R. Van Dack
Livermore	C. Harlie Power
San Jose	Kochers, 169 So. First St.
Newman	Ernest Beall
Los Banos	John B. Machado
Fresno	N. Nielsen, 1236 Fulton St.
Madera	Robert J. Wellman
Merced	R. C. Haun
Modesto	W. P. Shoemake
Turlock	D. F. Hall

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, last Thursday in November.
Christmas Day, December 25th.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamlined trains "CITY OF SAN FRANCISCO" and to trains Nos. 51 and 52 between MP 43.5 and Tracy and between Lathrop and Fresno when handled by P-7-8-10 class engines which have been cross counter-balanced.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

Eastward				Westward			
SHELLMOUND-TRACY							
29.6	46.9	64.9	77.5		46.4	59.0	73.2
36.7	55.6	70.1			50.4	63.2	77.2
39.3	59.9	74.1			55.2	68.4	80.7
TRACY-FRESNO							
83.3	115.9	146.7	183.0	84.2	114.7	142.1	183.3
86.3	117.9	151.5	191.5	86.5	118.9	149.8	186.0
91.1	121.8	158.4	195.2	89.4	121.1	155.1	195.5
94.9	125.5	164.1	196.9	94.2	125.1	161.4	200.0
98.3	127.7	169.3	200.9	97.9	128.7	167.8	203.9
105.7	133.9	172.9	205.5	101.9	130.9	172.3	.....
111.5	138.8	180.3	.....	108.9	137.0	176.5	.....
LATHROP-FRESNO							
95.2	116.0	134.9	155.1	100.8	115.1	128.4	149.0
101.8	119.2	141.5	159.0	105.1	119.2	134.0	152.5
104.9	124.0	144.9	194.0	108.5	123.0	138.4	158.3
109.0	130.5	148.6	197.9	.....	.....	144.6	197.3
TRACY-BRIGHTON							
89.1	106.2	111.0	125.0	98.9	105.7	112.1	127.5
96.8	106.8	119.8	126.8	100.8	108.3	122.1	128.9
98.6	107.5	120.4	130.4	102.6	109.6	122.7	132.7
100.4	.....	.....	.....	.....	.....	.....	.....
ELMHURST-TRACY							
13.5	22.6	27.5	48.8	14.8	21.5	45.4	65.9
16.0	25.0	39.3	67.4	16.4	25.3	51.8	70.1
....	....	....	....	18.9	27.8	....	....
REDWOOD JCT.-NILES							
27.9	32.5	35.0	38.6	27.7	28.9	31.1	38.5
ELMHURST-SANTA CLARA							
18.7	23.3	28.7				22.0	36.0
NILES-SAN JOSE							
39.3	....					....	....

RULE 11 (A). Lighted fusees must not be left burning on Martinez-Benicia bridge.

RULE 14 (d). As specified below, —— —— —— —— o will be indication that flagman may return from west as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Elmhurst-San Jose line.
Fresno, Trains on Pratton line.
Biola Jct., Trains on Los Banos Subdivision.

RULE 14 (e). As specified below, —— —— —— —— —— —— will be indication that flagman may return from east as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Milpitas line.
Napa Jct., Trains on Schellville Jct. line.
Suisun-Fairfield, Trains on Napa Jct. line.
Davis, Trains on Woodland line.
Galt, Trains on Ione line.
Lodi, Trains on Valley Spring and Woodbridge lines.
Stockton, Trains on Oakdale Branch.
Lathrop, Trains on Merced Subdivision.
Tracy, Trains on Los Banos Subdivision.
Berenda, Trains on Daulton line.
Kerman, Trains on Biola line.
Ingle, Trains on Riverdale line.

RULE 14 (k). Will not apply in C. T. C. System.

RULE 14 (l). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

Westward trains sound whistle signal 14(l) just before entering tunnel east of Selby.

RULES 17 and 17 (C). Headlights of engines standing at end of wharf at Oakland Pier must be extinguished when steamers are entering slip. Headlights of eastward trains must be extinguished while standing at Oakland Pier and dimmed until Oakland Pier tower has been passed.

RULE 17. Mars Signal Light on engines so equipped must not be used.

Vertical headlight on City of San Francisco power unit SF-1 must not be used.

RULE S-17. In C. T. C. will not apply on controlled sidings.

RULE 19. Markers must be properly displayed in C. T. C. System. Fig. 7 will not apply on controlled sidings.

RULE 21 (C). Passenger engines to handle trains from Oakland Pier may display indicators before leaving West Oakland.

Indicators of engines on trains arriving Oakland Pier may be displayed until engine reaches roundhouse at West Oakland, and must be removed immediately on arrival at delivery track.

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 30. Between the hours of 9:00 p. m. and 6:00 a. m. engine bell must not be rung, except in emergency, in city limits of Napa.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Westward regular trains from Lathrop Subdivision to Merced Subdivision will assume the corresponding number and schedule at Lathrop without clearance.

Westward sections and extra trains authorized at Stockton by train order for movement on Merced Subdivision may leave Lathrop without clearance.

Regular trains from Merced Subdivision will assume the corresponding number and schedule on Lathrop Subdivision and may leave Lathrop without clearance.

Trains from Merced Subdivision for movement eastward on Lathrop Subdivision may leave Lathrop without clearance.

Trains using west leg of wye to Merced Subdivision must obtain clearance before leaving Lathrop.

Regular trains receiving Western Division clearance at San Jose or San Jose Yard may leave Santa Clara without clearance.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Second and third-class and extra trains to or from Western Division passing Sacramento will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83. Identification may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and may run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

Operator San Jose will report arrival and departure of all first-class trains at San Jose to operator San Jose Yard, who will enter same on register and verify same by repeating registration.

Fifteen minutes or more after a westward first-class train is registered as having left San Jose, interlocking signal indicating "proceed" at Santa Clara tower will indicate that such train has left Santa Clara.

RULE 83 (A). Only trains originating or terminating will register at:

Modesto
Turlock
Oakdale
Davis
Newark
Port Costa
Avon
Los Banos
Ingle
Fresno Yard
Livermore
Pittsburg
Suisun-Fairfield
West Oakland

Sacramento: Trains originating or terminating, except second and third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.:
- Eastward trains;
- Westward trains, except first-class, and extras handling passenger equipment only;
- Trains originating or terminating at 12th St.

Martinez: Westward trains and trains originating or terminating.

Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower, Niles and Kerman.

Rule 83 (A) will not apply to trains originating or terminating at Lathrop when using east leg of wye.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular Trains
Niles	All Trains
Niles Tower	All Trains
Redwood Junction	All Trains
Newark	Nos. 407 and 406
Martinez	Westward Trains
Stockton	Second class and extra trains except those originating or terminating
Kerman	All Trains
Lathrop	All trains on Lathrop Subdivision.

Merced subdivision trains originating or terminating at Lathrop using west leg of wye.

Merced, All trains except those originating or terminating.

Davis	Nos. 17, 23 and 24.

Sacramento, 12th St.:
- Eastward trains;
- Westward trains, except first-class, and extras handling passenger equipment only.

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier, except Streamliner "CITY OF SAN FRANCISCO" when communicating signal may be used.

RULE 93. When cars are moved from one point to another on main track within yard limits by night a red light must be displayed in a conspicuous position on rear of rear car, and when left standing on main track within yard limits a red light must be displayed on each end of cut.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

WEST MP			EAST MP
	Oakland	(Martinez line)	17.35
	“	(Niles line)	15.82
	“	(Alvarado line)	14.01
27.97	Port Costa		39.24
	“	(Benicia line)	End track
	“	(Tracy line)	37.08
47.05	Suisun-Fairfield		52.45
	“	(Napa Br.)	45.75
74.20	Davis		77.34
	“	(Tehama line)	76.88
85.51	Sacramento		95.35
131.60	“	(Stockton line)	
39.53	Port Chicago		42.93
46.31	Pittsburg		51.68
80.70	Tracy	(Martinez-Los Banos line)	85.64
69.19	“	(Niles-Lathrop line)	74.37
139.61	Los Banos		142.01
192.46	Kerman		194.53
	“	(Kerman Br.)	194.52
206.04	Fresno	(Pratton-Selma line)	210.81
208.44	“	(Biola-Exeter line)	208.15
199.07	“	(Merced-Clovis line)	209.60
80.56	Lathrop	(Tracy-Stockton line)	83.04
	“	(Merced line)	94.02
85.07	Stockton		93.72
	“	(Oakdale Br.)	94.41
101.57	Lodi		104.25
	“	(Victor line)	104.45
111.10	Galt		113.21
	“	(Ione Br.)	112.91
129.04	Valley Spring		130.50
141.94	Kentucky House		End track
138.28	Ione		End track
109.94	Modesto		114.93
124.98	Turlock		127.32
149.55	Merced		151.42
182.67	Madera		186.99
24.50	Redwood Jct.	(San Mateo-Newark line)	28.25
	“	(Palo Alto line)	27.20
35.36	Newark	(Centerville-Redwood Jct. line)	38.51
28.79	“	(Alvarado-Santa Clara line)	32.25
41.29	Niles	(Tracy-Redwood Jct. line)	30.67
27.37	“	(Hayward-Redwood Jct. line)	30.95
41.74	Eliot		45.40
	“	(San Ramon Br.)	63.25
47.79	Livermore		48.72
43.74	San Jose	(Alviso-Coyote line)	56.00
44.85	“	(Milpitas line)	
39.17	Napa Jct.	(Creston-Calistoga line)	38.21
	“	(Schellville Br.)	38.86
	“	(Vallejo Br.)	36.37
44.34	Napa		46.46
70.82	Calistoga		End track
47.72	Schellville Jct.		“
31.81	Vallejo		“

Oakland. Oakland yard includes Stonehurst branch, Richmond Transfer, and Richmond Belt Ry.

When moving against current of traffic, flagman must protect crossing before moving over 5th Ave., 19th Ave., 29th Ave., and High St.

Tracy. Eastward passenger trains from Martinez line must receive proceed signal from yardman before passing Signal 820.

Eastward trains from Niles line must receive proceed signal from yardman before passing Signal 704.

Fresno. Trains moving between Tulare St. and Merced St. (east and west of passenger station) must receive proceed signal from yardman (green flag or green light) between those points.

Westward trains via Pratton line must receive proceed signal from yardman (green flag or green light) before passing Divisadero St.

RULE 95. Train orders issued under Form F reading to or from Santa Clara will apply over the Coast Division into and out of San Jose or San Jose Yard.

Train orders issued by Western Division under Form F, reading to or from Brighton, will apply over the Sacramento Division into or out of Sacramento or Roseville.

RULE D-97 (A). Will apply on double track between Oakland Pier and Sacramento and between Oakland Pier and Elmhurst and between Tracy and Stockton Tower No. 4, and between Martinez and Mococo.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

Napa Valley Railway, 1900 feet east of Napa Junction on Schellville line.
Napa Valley Railway, 3600 feet east of Napa Junction on Napa line.
Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum line.
A. T. & S. F. Ry. at Oakdale.
Central California Traction Co. at Roma.
Central California Traction Co. at M. P. 116.7 Ione Branch.
Western Pacific Railway, between Elmhurst and Stonehurst.
Government Railway, at Benicia arsenal on Benicia Branch: Automatic Signals 340 and 341 west and east of crossing. If signal indicates "proceed" need not stop. If signal indicates "stop" flag protection must be provided on intersecting track before crossing.

RULE 103 (A). No train, engine, motor or car shall be operated over any crossing where special signs appear, reading:

STOP—FLAG HIGHWAY TRAFFIC, or
CAUTION—FLAG HIGHWAY TRAFFIC

unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employe acting as flagman.

Richmond: Track circuits to crossing protective devices on Track No. 1 at Clinton Avenue are arranged to give protection only on westward movements. Eastward movements on Track No. 1 must be protected by flag over this crossing.

Suisun-Fairfield: When necessary for Freight trains to make stop blocking crossings east of passenger station, they must be opened with least possible delay.

Newark: Willow Street crossing must not be blocked in excess of five minutes except in emergency.

Turlock: Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 noon and 1:00 p.m.

Newman: By ordinance, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

Los Banos: While making switching movements on the back track and the west middle, a trainman must be stationed on the ground at the Fourth street crossing.

Stockton: When making movements eastward on Scott's Avenue, before crossing El Dorado Street, following will govern:

With engine ahead pulling cars, stop and proceed.

With cars being pushed, stop and proceed with yardman protecting movement over El Dorado Street.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Elmhurst.........End of double track for Eastward track.
Junction Switch for Niles line.
Whistle
Signals:—For Santa Clara line, o ——— ———.
For Niles line, ——— o ———.
For Stonehurst line, o ——— o.
Niles............West end, for Livermore line.

Operator will handle junction switch and cross-over switch west of station building when on duty 4:00 p.m. to 8:00 a.m. daily for trains to or from Niles Tower line, using green flag or green light for proceed indication.

Whistle signal for this route, ——— o o ———.

Westward trains using crossover west of station building will be governed by Signal 287.

Avon.............San Ramon Branch, for siding.
Napa Junction....Suisun-Fairfield-Napa line, for Vallejo line.
Union............Cross-over switch at west end of siding, for Union line.
Suisun-Fairfield..Napa line, for siding.
Elmira...........Winters line, for east leg of wye.
Tracy............West end, for Martinez Subdivision.
East end, for Lathrop Subdivision.
Lodi.............Woodbridge line, for Lathrop line.
Valley Spring line, for siding Lathrop line.
Galt.............Ione line, for siding Lathrop line.
Ingle............Riverdale line, for siding Los Banos Subdivision.
Kerman..........Caruthers line for siding Los Banos line.
Biola line, for Pratton line.
Berenda..........Daulton line, for main track Modesto line.

Martinez. The junction switch of the eastward tracks is located 614 feet east of Martinez passenger station, and normal line-up will be for Bridge line. Train-order operator will handle this switch for eastward trains via Tracy line.

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. This is a spring switch.

Cross-over located 300 feet east of Signal 346SA near east end of the bridge will be known as "Upper Crossover."

Cross-over located 2700 feet east of M.P. 35 near foot of grade on eastward track will be known as "Lower Crossover."

Whistle Signals:—For the Bridge line, o ——— ———.
For Tracy line, ——— o ———.

Mococo..............(End of double track)—For westward track. This is a spring switch.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO."

RULE 105. LATHROP: Westward siding is the siding leading from the westward main track 1500 feet east of corral and re-entering main track just east of water tank and to be used by westward trains.

Eastward siding is the siding leaving eastward main track about pposite corral and re-entering eastward main track at extreme east end of Lathrop yard, and to be used by eastward trains. Speed must not exceed 20 MPH through this siding.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Merced Subdivision main track at Signal 932 and to be used by trains to or from Merced Subdivision.

MODESTO: Siding No. 1 enters main track 1740 feet east of M.P. 110 and leaves main track 1800 feet east of M.P. 111 and is to be used by eastward trains.

Siding No. 2 enters main track 2000 feet east of M.P. 111 and leaves main track 2243 feet east of M.P. 112, and must not be blocked without the authority of the conductor of the Modesto switcher crew while that crew is on duty at Modesto unless otherwise provided.

Siding No. 3 enters main track 3432 feet east of M.P. 113 and leaves main track 2112 feet east of M.P. 112 and is to be used by westward trains.

ELIOT: Eastward siding is first siding north of main track and to be used by eastward trains. Westward siding is second siding north of main track and to be used by westward trains.

LIVERMORE: Eastward siding is opposite station extending 4600 feet westward and is to be used by eastward trains. Westward siding is 2000 feet east of station extending 4000 feet eastward and is to be used by westward trains.

PORT CHICAGO: Eastward siding is the first track on bay side of main track and to be used by eastward trains. Westward siding is the first track on station side and to be used by westward trains.

SUISUN-FAIRFIELD: Eastward siding is first track east of eastward main track and enters eastward main track 2280 feet east of M.P. 47 and is to be used by eastward trains. The westward siding is first track west of westward main track and enters westward main track 3000 feet west of M.P. 50 and is to be used by westward trains, and such trains will enter this siding at cross-over about opposite freight house.

DAVIS: Eastward siding is first track south of eastward main track and enters eastward main track 1200 feet east of Davis tower and is to be used by eastward trains. Westward siding is first track north of westward main track and enters westward main track 1960 feet west of M.P. 77 and is to be used by westward trains.

KERMAN: North siding is siding north of main track extending from M.P. 192.92 to M.P. 194.16, and is to be used by trains to and from Biola line only. East switch of North siding to be lined normally for movement to and from Biola line. Westward trains from Biola line, unless otherwise required by train order, will use North siding. Eastward trains to Biola line will enter Biola line at junction switch, unless west switch of North siding is lined for siding, and proceed signal is received from operator, green flag by day, green light by night.

South siding is siding south of main track extending from M.P. 192.83 to M.P. 193.81.

RULE 107. More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only should be moving. Passenger trains to have preference.

Station platform indicator 2200 feet west of station at Crockett indicates whether or not platform at Crockett is occupied by other trains. Eastward trains to be governed thereby.

RULE 204. Trains of Lathrop or Merced subdivision, with the same conductor and engineer operating through Lathrop may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221. Light will not be displayed in train-order signals on Winters, Napa, San Ramon, Oakdale and Lodi branches, except when train-order operator is on duty.

Trains must obtain a clearance before leaving Newark, Stockton, Merced, Napa Junction, Niles and Kismet Tower.

When train orders are to be delivered to westward trains at Lathrop stop indication will be displayed in Signal 813SA. When train orders are to be delivered to eastward trains on Lathrop Subdivision at Lathrop, stop indication will be displayed in Signal 818SA. Trainmen and enginemen must be in position to receive train orders passing these signals.

West Oakland and Fresno Yard are train-order offices for trains originating only.

RULE D-251. Applies as follows:
On both main tracks,
  Between Oakland Pier and Elmhurst.
  Between Fresno Yard and Calwa Tower.
On eastward track,
  Lathrop to Stockton Tower No. 4.
On westward track,
  Stockton Tower No. 4 to Stockton.
  Lathrop to Tracy.
  Sacramento to Davis train-order office, provided proceed signal from switchtender at Front Street, Sacramento, green flag by day, green light by night, is received.

Proceed indication displayed by train-order signal at Davis and by eastward interlocking signal east of Davis Tower will be authority for eastward second-class and inferior trains to move irrespective of timetable superiority of No. 262 from Davis to Sacramento.

RULE 505. AUTOMATIC BLOCK SYSTEM.

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

TRACY: Signals are numbered as automatic signals and are under control of switch tender. When "stop" is displayed, trains must stop and not proceed until "proceed" is indicated or proceed signal is given with green flag or green light by switch tender.

Eastward movements are governed by dwarf light signals 710, 712 and 714.

Westward movements from Lathrop Subdivision are governed by high light type signal 713 located 300 feet east of puzzle switch, the top light governing movements on main track and the lower light governing movements to hill or local yard, and dwarf light signal 715 located on right of eastward track 300 feet east of puzzle switch governing movements to all routes.

Westward movements from Los Banos Subdivision are governed by semaphore type signal 823, located 300 feet east of puzzle switch, top arm governing movements on main track and lower arm governing movements to hill or local yard.

Westward freight trains stopped by Signal 717, located just east of highway crossing east of Tracy, use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

ELMHURST: Signals are numbered as automatic signals and are under control of switch tender. When "stop" is displayed, trains must stop and not proceed until "proceed" is indicated or proceed signal is given with yellow flag or yellow light by switch tender.

RULE 510. Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits a special protective device:

Eastward Signals		Westward Signals
	NILES SUBDIVISION	
	Spring switch, Shinn	P-423
P-526	Rock slide detector fence, MP 52.6	
	Rock slide detector fence, MP 54.3	P-543
	MARTINEZ SUBDIVISION	
P-374	Spring switch, Napa Jct.	
P-356 P-358	Spring switch, Mococo	P-359

If signal P-356, P-358 or P-359 indicates "stop" careful examination of switch must be made, and hand throw the switch from normal to reverse and back to normal before passing over it. If Signal P-358 governing trailing movement through spring switch continues to indicate "stop" switch must be treated as a hand throw switch, and movement governed by Rule 509 (F).

RULE 513. On double-track when Sperry Detector Car is crossing over from one main track to another Rule 99 must be complied with on each track.

RULE 516. Overlap posts:

Port Chicago	Eastward trains.
Nichols (150 feet east of west switch)	Eastward trains.
Wayne (Highway Crossing)	Eastward trains.
Hayward (2500 feet east of Signal 187)	Westward trains.
Livermore (1275 feet east of Signal 473)	Westward trains.
Livermore (850 feet west of Signal 470)	Eastward trains.
Manteca (2300 feet east of west switch)	Eastward trains.
Floyd (1500 feet east of west switch)	Eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them:

		NORMAL POSITION		MPH
Shinn	East end of siding	Main track	Trailing from siding	8
			Facing on main track	35
Napa Jct.	East end of siding	Main track	Trailing from siding	8
			Facing on main track	30
Mococo	End of double track	Westward track	Trailing eastward	35
			Facing westward	35

Spring switches that are not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over such switches:

		NORMAL POSITION		MPH
San Joaquin River Drawbridge:				
West End	End of double track	Westward track	Trailing eastward	25
			Facing westward	25
East End	End of double track	Eastward track	Trailing westward	25
			Facing eastward	25
Lathrop	East end eastward siding	Eastward track	Trailing from siding	20
			Facing westward	25
Fresno Yard	End of double track	Eastward track	Trailing westward	35
			Facing eastward	25
Fresno	Junction switch, Pratton line	Eastward track	Trailing eastward	15
			Facing westward	10
Martinez	Junction switch, Tracy line	Westward track, Benicia line	Trailing westward from Tracy line	35
			Facing eastward	25
Redwood Jct.	End of double track	Westward track	Trailing eastward	25
			Facing westward	25

RULE 605. INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within Oakland yard limits signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: o o ——— o o.

OAKLAND PIER TOWER

Limits extend eastward to Automatic Signal 40 for Tracks 1 and 2; to Automatic Signal 42 for Tracks 7 and 8, and to Automatic Signal 44 for Tracks 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double-arm dwarf signal. If home signal is in proceed position and approach signal displays yellow aspect it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

Temporary connection between tracks 7 and 9 leading to Freight slip and PCA plant is not interlocked between interlocking limit signs.

SIXTEENTH STREET TOWER—Oakland

Limits extend from eastward signal 1500 feet west of 14th St. crossing to Signal Bridge 204.

Whistle signal for movement to West Oakland yard, o ——— ———.
From Santa Fe Interchange to Oakland Pier, ———.
To Santa Fe Interchange, o ——— o.

Telephones connected to 16th Street and West Oakland Towers are located on Lattice Pole 1733, 250 feet east of Bridge 200 and on signal case 30 feet west of junction of Tracks 1 and 2, to be used when necessary to obtain permission to pass signals as per Rule 663 (b).

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, o ——— ———.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 110 to signal bridge 112:

On eastward main track, Martinez Line, limits extend from light signal 500 ft. west of West Oakland freight lead crossing to 1700 ft. east of West Oakland freight lead crossing. On Westward main track, Martinez Line, limits extend from 1600 ft. east of West Oakland freight lead crossing to a point opposite Automatic Signal 40.

On Eastward and Westward freight lead, limits extend from Westward signals 2000 ft. east of Martinez Line main track crossing to Signal Bridge 112 on First Street Line and to three-arm signals on 40, 50, 60 and passenger yard leads.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing; on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127 on westward track and to westward dwarf Signal 680 west of signal bridge 127 on eastward track.

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home Signal at west wye switch to home signal at east wye switch and on Radum-Avon line to home signal at wye switch.

Normal position of interlocking signals for Niles-Tracy line and Western Pacific main track will be proceed position in both directions.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal if no signal operator on duty.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from two-light signal fifteen feet east of the east junction wye switch at east end of Niles yard, Tracy line, to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Switch at east end of No. 1 track is electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of lock.

Whistle Signals as follows:
For San Jose, o ——— ———. For Niles, o ——— o.
For Centerville, ——— o ———. For Tracy, ——— o ——— o.
Engines from trains to Niles yard for water, o ——— o ———.

NEWARK TOWER

Limits extend from two-light signal fifty feet east of the wye switch on the Centerville line to two-light signal 1150 feet east of the wye switch on the Santa Clara line and to two-light signal 650 feet west of the wye switch on Elmhurst line and dwarf signals on Redwood Junction line near Newark Station. Switches and derails west end of Santa Clara siding extension and east end house track are electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of lock.

Whistle Signals:—For Santa Clara, o ——— ———.
For Santa Clara siding, o ——— ——— o.
For Redwood Junction, ——— o ——— o.
For Dumbarton siding, ——— o ——— o o.
For Centerville, ——— o ———.
For Elmhurst, o ——— o.

LIMITS OF MARTINEZ-BENICIA BRIDGE INTERLOCKING EXTEND AS FOLLOWS:

BRIDGE ZONE

On westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span;

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

EAST END ZONE

On eastward track from Signal 346SA near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "stop." After second switch of crossover is thrown it will indicate "proceed" providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper crossover will first call signal operator on phone unless switch indicator at east switch of crossover shows clear indication. If indicator shows clear indication switches may be thrown and movement will then be governed by automatic dwarf Signal 345.

LIMITS OF MARTINEZ STATION INTERLOCKING EXTEND AS FOLLOWS:

On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward Signal 343 at east switch of West Siding. The two signals, one directing the movement on the Tracy westward main track and the other directing movement on the bridge westward main track, will be operated by the operator in the Martinez train-order office.

On eastward track from two-light signal 600 feet east of Martinez passenger station to westward dwarf signals 938 feet east of Martinez passenger station on both Bridge and Tracy lines.

Telephones connecting with interlocking station are located at each end of interlocking limits.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower; on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, o ——— ———.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, ——— o ———.

MIKON TOWER—Crossing Sacramento Northern Railway

Signal operator on duty 9:00 a. m. to 6:00 p. m. less meal hour period of one hour, daily except Sundays and holidays. During hours when signal operator not on duty, signals will be placed and derails lined for movements on Southern Pacific tracks.

SAN JOAQUIN RIVER DRAW BRIDGE TOWER—
San Joaquin River Bridge between Banta and Lathrop

Limits on eastward track extend from home signal 450 feet west of west switch to dwarf signal 350 feet east of east switch; on westward track from home signal 450 feet east of east switch to dwarf signal 350 feet west of west switch.

Both switches are spring switches.

LIMITS OF LATHROP INTERLOCKING

EAST ZONE—From Signal 818SA on bracket pole 575 feet west of west switch of crossover to Signal 821SA, 65 feet east of east switch of crossover.

WEST ZONE—From Signal 814SA, 360 feet west of junction switch to Signals 813SA and 815SA, 340 feet east of junction switch.

SOUTH ZONE—From Signals 934SA and 936SA, 225 feet west of junction switch to Signal 937SA, 65 feet east of junction switch.

Permission to pass Signal 828 from east siding when at "stop" will be procured from signal operator, but must comply with Rule 509. Telephones connecting with signal office located at home interlocking signals governing entrance to each zone and at east switch of eastward siding.

W. P. ZONE—From Signal 938SA to Signal 939SA, over W. P. Crossing. Telephone located in door of concrete shelter at W. P. crossing.

Speed of 25 MPH must not be exceeded through switches of East Zone and 15 MPH through switches of West Zone.

FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.8 miles east of French Camp

Signal operator on duty 6:00 p. m. to 10:00 p. m. and 11:00 p. m. to 3:00 a. m. daily except Sundays and holidays. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when signal operator not on duty. During hours when signal operator is on duty, switch leading to Union Stockyards track will be electrically locked and controlled by signal operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track, permission must be obtained from signal operator and will be given in accordance with Rule 628. It may be called for by use of whistle signal, ——— ——— ——— o.

Engineers will sound whistle signal 14 (m) when they wish to enter or pass through this plant when signal operator on duty.

STOCKTON TOWER No. 2—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Engineers will sound whistle signals as follows when they wish switches lined for:

Westward main track, o o ——— ———.
Eastward main track, ——— o ———.
Middle track, o ——— ———.
Old siding, ——— ——— o o.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3—Western Pacific R. R. Crossing Weber Avenue and Union Street, Stockton

STOCKTON TOWER No. 4—Western Pacific R. R. Crossing, .4 mile west of El Pinal

Limits on eastward track extend from two-light signal 660 feet west of crossing to single-light signal 900 feet east of crossing. Westward track from two-light signal 900 feet east of crossing to dwarf signal 200 feet west of crossing.

Switches and derails on tracks of Gulf Red Cedar Products Company and Gilmore Oil Company are hand operated with electric lock controlled by signal operator.

When engineers wish to use cross-over they will sound whistle signal, ——— o ———.

MODESTO TOWER—Tidewater Southern Railway Crossing 1.8 miles east of Modesto

Signal operator on duty 9:00 a. m. to 12 noon and 1:00 p. m. to 6:00 p. m. daily except Sundays and Holidays; during other hours signals and derails lined for Southern Pacific movement. Instructions governing operation of plant posted in tower.

LYOTH TOWER—Western Pacific R. R. Crossing, Lyoth

Engineers will sound whistle signal, o ——— o, when wish to enter or leave siding.

BIOLA JUNCTION

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7½ ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 281 to 290 inclusive.

POLK

Switch and eastward signals at Polk are operated from Elvas Tower and their use is governed by Sacramento Division special instructions.

RULE 762. Flag protection to the rear, as prescribed by Rule 99, is required by eastward trains standing, or delayed, on main track with rear of train between Signal 1122 and east switch at Galt; and by westward trains standing, or delayed, on main track with rear of train between Signal 1121 and west switch at Galt.

RULE 822. Riding on leading foot-board or pilot step of engine when passing over vehicular highways or crossings or on public streets is forbidden.

RULE 825. Marker posts have been installed and cars must not be left within 250 feet of either side of crossing of Highway No. 180 at Floyd.

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

TRACY: Before engine is detached from trains from Martinez Subdivision four hand-brakes must be applied on west end. Before engine is detached from trains from Niles Subdivision three hand-brakes must be applied on east end of cut west of "C" St. Crossing, and four hand-brakes applied on east end of train.

TRAIN INSPECTION

On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

AIR BRAKE RULES

RULE 2. Immediately after engine is detached from trains arriving Oakland Pier make running test to ascertain if brakes are in operative condition when proceeding to the wharf.

Mountain cock above deck near brake valve pedestal on GS-2-3-4-5 class engines is part of the electric brake equipment, and handle must be left in brake cylinder pressure position (parallel with pipe) except when used to release driving brake cylinder pressure in electric brake operation.

RULE 24. Rear end test on freight trains must be made immediately prior to departure from:

Altamont	Trains that stop.
Toyon	All trains.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	Trains that stop.

Freight trains may pass Altamont or Creston without stopping for purpose of rear end air test if proceed signals are given by trainmen after complying with Air Brake Rule 4. Speed must be reduced to 8 miles per hour. Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

RULE 33. One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

When necessary, retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Jct. Not less than 10 retainers will be used. Eastward freight trains that average 160 Ms or over per operative brake must use at least 10 retainers on head end of train between Altamont and Midway.

RULE 39. Running test on passenger trains must be made:

Oakland, 16th St.....Westward trains for Oakland Pier

Equipment being handled between Oakland Pier and West Oakland.

On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton and westward passenger trains leaving Akers, Stockton and Lathrop.

On Martinez Subdivision will not be necessary to make running test for drawbridges at Cygnus and Avon.

Eastward passenger trains via Bahia that do not stop at Martinez will make running test immediately after passing west switch at Ozol.

Westward passenger trains will make running test immediately after passing Signal 373 and must be completed before reaching Signal 357.

RULES 40, 41 and 42 are cancelled, and the following will govern:

When making a station or other ordinary stop with a passenger train of any length up to 25 cars, close locomotive throttle to drifting position and make an initial reduction of 6 pounds. This may be increased by additional reductions as required. When speed has been reduced to approximately 10 MPH, close locomotive throttle and place automatic brake valve handle in release position (for example, 6 seconds for 15 cars and 10 seconds with 20 cars or more) and recharge the system. Return brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. Complete the stop with moderate brake pipe reductions totaling not more than 8 lbs., allowing engine brakes to apply with the train brakes, and hold all brakes applied until the train stops.

For spot stops, as for fuel or water, proceed as outlined in first part of this rule. When the speed has been reduced to approximately 10 MPH, close the locomotive throttle, place the automatic brake valve handle in release position and recharge the system. Return the automatic brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. The stop may be completed with the independent brake valve, using the required locomotive brake cylinder pressure and avoiding slack action due to rapid increase or decrease of engine brake cylinder pressures.

On heavy ascending grades the train may be pulled to a stop without the use of brakes.

Passenger trains of more than 25 cars must be handled under freight train rules.

MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines of trains of more than 30 cars must be cut off before spotting at column.

Westward freight trains taking water at Merced between 7:00 a. m. and 6:00 p. m. will stop east of east crossing.

Engines of Sierra Railway Co. will take water from Southern Pacific supply at Oakdale, necessitating use of main track by Sierra engines for this purpose. All trains and engines must move with caution between "F" and "G" Streets, Oakdale, expecting to find main track occupied.

2. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.

4. In helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

4 (a). Pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine, except when pushing trains between Port Costa and Bahia in either direction, air must be coupled through pusher engine. Stop must be made when rear end of train is clear of lift span of bridge to cut helper off.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. The working track between Port Costa and M.P. 28.20 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

6. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the Napa line.

Cars must not be left on straight leg of wye at Lathrop so as to block the tool house or crossover.

During cotton season, cars will be spotted on main track at Pierce Road Crossing, one mile west of Plains, Chowchilla Branch.

Engines will be turned on Santa Fe wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

> "All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Sierra switch key may be found in phone box at S. P. station. Every precaution for safety must be observed, flagging if conditions require.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10. Tracks on Dock No. 1, Oakland Pier, are not safe for engine or cars.

Alvarado Branch cannot be used beyond point 2500 feet from switch of Sugar Plant on Alvarado end and 500 feet from switch of siding on Halvern end.

Engines heavier than those shown herein will not be permitted to operate on following lines or tracks except as authorized by Chief Train Dispatcher:

Napa Branch: Thomasson, Rock quarry track	M	9
Napa Branch: Cordelia, Winery tracks	M	9
Napa Branch: Napa Jct., Calistoga line wye track	M	9
(3300 series engines must not be run over turnouts of SFNV tracks).		
Napa Branch: Napa Jct. to Union	C	
Napa Branch: Union to Calistoga	M	4
Schellville Branch	Mk	9
Union Branch	M	4
Vallejo Branch	C	
Winters Branch, Winters to End of Track	M	4
Dixon, Alfalfa Meal track	M	9
Tremont, Corral track	C	
San Ramon Branch, Avon to San Ramon	M	4
Tracy, Brewery track and Holly Sugar Co. spur	C	
Patterson, Patterson Ranch Co. spur	C	
Crows Landing, Yancey Lbr., spur	C	
Timba, spur	M	9
Newman, Golden Gate Creamery, and Lumber Co. spurs	C	
Gustine, Calif. Milk Products spur; Consolidated Glass and Carnation Creamery can loading tracks	C	
Los Banos, Builders Lbr., Union Oil, Golden State Creamery spurs	C	
Los Banos, on wye	Mk	9
Lathrop, tracks leading to Lease-Lend	Mk	
Stockton, tracks 2 and 3 except to pick up or set out cars	C	
Stockton, west end tracks 2, 3 and 4, new yard	C	
Stockton, turntable lead at roundhouse	Mt	
Stockton, on wye	C	
Oakdale Branch	Mk	6
Peters, east leg of wye	C	
Lodi, tracks 5 and 6, and crossover from track 3 to track 5	C	
Lodi, west end track 5 Walnut Street	C	
Lodi, engines with wheel base exceeding 41 ft. must not be turned on wye.		
Lodi Branch	C	
Galt, crossover from controlled siding to oil track	C	
Galt, on wye	C	
Ione Branch	C	
Elk Grove, Elk Grove Winery spur	C	
Florin, Florin Fruit Growers spur	C	
Manteca, Spreckels Sugar spur	C	
Livingston, spur to shed 101	C	
Chowchilla Branch	M	4
Berenda Branch	T	40
Madera, Winery spur	Mk	4
Ravenswood, spurs	C	
Dumbarton, spurs	C	
Mulford, Automotive Fibers Corp'n spur	Mk	6
Alvarado, Alameda Sugar Co. spur	Mk	6
Alviso, Cannery spur	C	
Agnew, Distillery spur	C	
Alvarado Branch	M	

Engines heavier than consolidation types must not operate over series of slip switches, movable point crossings, and turnouts constituting double track crossovers from eastward and westward tracks to west leg of Fruitvale wye.

11. **MAIN TRACK**

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the North, designated as 1, 2, 3 and 4, and used as follows:

1—Westward trains, via Martinez line.
2—Eastward trains, via Martinez line.
3—Westward trains, via Oakland (First Street).
4—Eastward trains, via Oakland (First Street).

Main tracks between Oakland (16th Street) and Shellmound Tower, designated as 1 and 2 and used as follows:

1—Westward trains.
2—Eastward trains.

Main tracks between East Oakland and Sather designated as 1 and 2 and used as follows:

1—Westward trains.
2—Eastward trains.

15. Trains must not pass switchtenders' stations at Sixth and Seventh Streets, Sacramento, without receiving signal from switchtender to proceed, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerators or other head endcars must not be handled on rear of passenger trains unless trainmen can pass through them.

Engines must have full tank of water when being turned on turntable at Altamont.

Helper engines must be cut out at Altamont, except that when cut in ahead of weak cars on rear end they may be left in train while descending grade.

DIVISION MILEAGE

MAIN LINES

Oakland Pier to West Oakland	C. P. Ry.	1.01	
West Oakland to Washington, via Martinez	S. P. R. R.	86.20	
Davis to end Western Division	S. P. R. R.	1.45	
Martinez to Tracy	S. P. R. R.	47.62	
Tracy to Biola Junction	C. P. Ry.	116.89	
Oakland Pier to Tracy, via Niles	C. P. Ry.	67.45	
Lathrop to Polk	C. P. Ry.	50.30	
Elmhurst to Santa Clara	S. P. C. Ry.	30.26	
End Coast Division to Niles Junction	C. P. Ry.	14.85	
Niles to San Jose	C. P. Ry.	16.08	
Tracy to Fresno	S. P. R. R.	124.18	
Kerman to Biola Junction	S. P. R. R.	5.84	
	F. T. Co.	8.69	
Total Main Lines			570.82

BRANCHES

Alvarado	C. P. Ry.	Halvern to Alvarado	2.63	
Winters	S. P. R. R.	Elmira to End of Track	30.74	
Chowchilla	V. E. R. R.	Chowchilla to Dairyland	10.23	
Ione	S. P. R. R.	Galt to Ione	26.91	
Kerman	S. P. R. R.	Kerman to Caruthers	18.43	
Lodi	C. P. Ry.	Lodi to Lodi	.01	
	S. P. R. R.	Lodi to Woodbridge	2.58	
	S. P. R. R.	Lodi to Valley Spring	26.67	
	S. P. Co.	Valley Spring to Kentucky House	12.65	
Madera Spur	S. P. R. R.	Madera to end of Madera Spur	3.89	
Napa	S. P. R. R.	Suisun-Fairfield to Calistoga	47.34	
Vallejo	S. P. R. R.	Napa Jct. to South Vallejo	7.14	
Oakdale	S. P. R. R.	Stockton to Montpellier	49.33	
Berenda	S. P. R. R.	Berenda to Daulton	11.90	
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer	2.03	
Riverdale	S. P. R. R.	Ingle Easterly	.25	
San Ramon	S. P. R. R.	Avon to Radum	29.85	
Schellville	S. P. R. R.	Napa Jct. to Schellville	11.30	
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst	.75	
Union	S. P. R. R.	Union to West Napa	2.30	
Total Branches				296.93
Total Western Division				867.75

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution, Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
Through controlled sidings	25
Through eastward siding, Lathrop	20
Through junction switches at each end of crossover to Biola line at Biola Jct.	25
On Chemical spur, Shell Point	10
On spur, Timba	10
On Spreckels spur, Manteca	10
On Winery spur, Madera	20
On Salt spur, Dumbarton	8
On spur, Ravenswood	8
On Winery spur, Cordelia	10
Over CCT crossing, on make-up track, Lodi	10
On all tracks, Camp Parks at Dougherty	10
On west leg of wye, and through switches to Army camp at Los Medanos	10
Through any crossover, turnout or slip-switch with engine backing	10

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except Eng. 2470.

F-1 class: 3611, 3612, 3615, 3619, 3625, 3634, 3636, 3643, 3652;

F-3 class: 3654, 3656, 3658, 3661, 3665, 3666;

F-4 class: 3668, 3676, 3677, 3681, 3682, 3683, 3684, 3685, 3687, 3692, 3701, 3705, 3706, 3709, 3711, 3716, 3717;

F-5 class: 3727, 3728, 3732, 3737, 3742, 3752, 3760, 3764, 3765, 3767;

AC-6 class: 4130, 4135, 4142, 4143, 4150;

SP-1 class: 5003, 5006, 5009, 5011, 5013;

SP-2 class: 5021, 5028, 5033;

SP-3 class: 5039, 5041.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for DES class engines handling train, 30 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 15 MPH on all curves, and when approaching highway crossings at grade.

Gas-electric cars backing must not exceed 10 MPH within yard limits, and while moving over highway crossings.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Page	Class of Engine	Station—Territory—Track or Structure	MPH
10	GS	Between Biola Jct. and Fresno	55
13	GS-F-AC	Bridge 18.16—San Lorenzo Creek—East of Lorenzo	25
11	GS-F-AC	Bridge 31.56—Alameda Creek—West of Farwell	25
11	GS-F-AC	Bridge 36.87—Sunol Creek—East of Sunol	25
8–9	GS-F-AC	Bridge 76.57—Paradise Cut—Between Banta and San Joaquin Bridge	25
8–9	GS-F-AC	Bridge 104.38—Mokelumne River—East of Lodi	25
8–9	GS-F-AC	Bridge 119.14—Consumnes River—West of McConnell	25
10	GS-F-AC	Bridge 104.27—Stanislaus River—East of Ripon	25
10	GS-F-AC	Bridge 113.84—Tuolumne River—East of Modesto	25
10	GS-F-AC	Bridge 134.84—Merced River—Between Delhi and Livingston	25
10	GS-F-AC	Bridge 194.52—San Joaquin River—West of Herndon	25

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

When all the weight has been removed from any one pair of drivers	20
When all the weight has been removed from only one wheel of any pair of drivers	30
When engine truck is removed	20
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When hauled in train, all rods on	30
Class S and SE engines, under all conditions	20

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER															
		STREAM-LINER DIESEL POWER UNIT	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP (if not CCB*)	DES C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	DES E T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2-3-4-5	Oakland and Berkeley, University Ave. (except)	60	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
2-3-4-5	Across freight leads, West Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
2-3-4-5	On both leads across main tracks to West Oakland	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
2-3-4-5	Berkeley, University Ave. and M.P. 21.5 (except)	80	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2-3-4-5	Over crossing Buchanan St., Albany	80	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
2-3-4-5	M.P. 13.8 and M.P. 15.6	45	45	45	45	45	45	45	40	35	40	45	40	35	30	30	25
2-3-4-5	M.P. 21.5 and Port Costa, Tangent	60	50	50	50	50	50	45	40	35	40	45	40	35	30	20	20
2-3-4-5	M.P. 21.5 and Port Costa, on Curves	45	40	40	40	40	40	40	40	35	35	40	40	35	30	20	20
2-3-4-5	Port Costa and M.P. 28.2 on Working Track	......	......	......	......	......	......	......	......	......	15	15	15	15	15	15	15
2-3-4-5	Passing Port Costa Station	50	40	40	40	40	40	40	40	35	20	40	40	35	30	20	20
2-3-4-5	Port Costa and Martinez, Tangent	60	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
2-3-4-5	Port Costa and Martinez, on Curves	50	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
2-3-4-5	Both Tracks over Span No. 12 (lift span) Martinez-Benicia bridge 33.31	30	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
2-3-4-5	Eastward Track, Martinez to M.P. 35	45	45	45	45	45	45	45	40	35	35	45	40	35	30	20	20
2-3-4-5	Eastward Track, M.P. 35 to Mikon	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2-3-4-5	Both Tracks, Mikon to Sacramento	80	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
2-3-4-5	Westward Track, Mikon to east end steel viaduct 35.35	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2-3-4-5	Westward Track, east end steel viaduct 35.35 to Martinez	45	45	45	45	45	45	45	40	35	35	45	40	35	30	20	20
2-3-4-5	Suisun-Fairfield Yard, both tracks	50	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
2-3-4-5	Davis Yard, both tracks	50	40	40	40	40	40	40	40	35	35	40	40	35	30	20	20
2-3-4-5	Sacramento Northern Ry. Crossing, both tracks	40	40	40	40	40	40	40	40	35	40	40	40	35	30	20	20
2-3-4-5	Sacramento River Drawbridge, both tracks	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
6	End of Double Track Mococo to Martinez, Westward Track	......	30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
6	Martinez to End of Double Track Mococo, Eastward Track	......	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
6	End of Double Track Mococo and M.P. 41	......	55	55	55	55	50	45	40	35	35	45	40	35	30	20	20
6	M.P. 41 and M.P. 43½	......	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
6	M.P. 43½ and Tracy	......	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
6-7-8-9-11	From Road Crossing east end of Junction switch on Los Banos Subdivision and end of double track on Lathrop Subdivision; to the road crossings at Tracy west of station on Niles line and on Martinez line	......	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
7	Tracy and Fresno (except)	......	55	55	55	55	50	45	40	35	40	45	40	35	30	30	25
7	Over W. P. Crossing, Lyoth	......	40	40	40	40	40	40	40	35	25	40	40	35	30	20	20
7	Biola Junction and Kerman	......	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
7	Junction switch each end crossover to Biola line	......	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
7	Kerman and Caruthers	......	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
8-9	Tracy and Lathrop (except)	......	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
8-9	San Joaquin River Drawbridge	......	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
8-9	San Joaquin River Drawbridge GS and AC Engines	......	10	......	......	10	......	......	10	......	10	10	......	......	10	10	10
8-9	Lathrop and Stockton	......	55	55	55	55	50	45	40	35	40	45	40	35	30	30	25
8-9	Stockton and End of Double Track, M.P. 95	......	55	55	55	55	50	45	40	35	35	45	40	35	30	30	25
8-9	End of Double Track and M.P. 102	......	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
8-9	M.P. 102 and M.P. 104	......	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
8-9	M.P. 104 and M.P. 132	......	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
8-9	M.P. 132 and Brighton	......	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
8-9	Eastward trains through C. T. C. switch at End of double track	......	25	25	25	25	25	25	25	25	20	25	25	25	25	20	20
8-9	Westward trains at End of double track through control switch to Eastward Track	......	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
8-9	Through Controlled Sidings in C. T. C.	......	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
8-9	Through Controlled Sidings in C. T. C. under Caution Indication	......	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
9	Galt and Ione (except)	......	......	......	......	......	......	......	......	......	30	......	......	......	......	20	20
9	M.P. 125.5 and M.P. 127.1	......	......	......	......	......	......	......	......	......	25	......	......	......	......	15	15
9	Sutter Ck. Bdg. between Clarksona and Dagon	......	......	......	......	......	......	......	......	......	15	......	......	......	......	15	15
9	Lodi and Woodbridge	......	......	......	......	......	......	......	......	......	10	......	......	......	......	10	10
9	Lodi and M.P. 121.4	......	......	......	......	......	......	......	......	......	25	......	......	......	......	15	15
9	M.P. 121.4 and M.P. 132.3	......	......	......	......	......	......	......	......	......	20	......	......	......	......	15	15
9	M.P. 132.3 and M.P. 139.7	......	......	......	......	......	......	......	......	......	15	......	......	......	......	15	15
9	M.P. 139.7 and Kentucky House	......	......	......	......	......	......	......	......	......	20	......	......	......	......	15	15

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER								FREIGHT AND MIXED						
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP (if not CCB*)	DES C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	DES E T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
10	West leg wye leading to Fresno main track Lathrop to Signal 939SA, east of W. P. Crossing	30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
10	East leg outer wye Lathrop	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
10	W. P. Crossing and Biola Jct. (except)	65	65	55	55	50	45	40	35	40	45	40	35	30	30	25
10	W. P. Crossing and M.P. 113.6, M.P. 135.9 and 154.9 and M.P. 198.6 and Biola Jct.	60	60	55	55	50	45	40	35	40	40	40	35	30	30	25
10	Over Highway Crossing east of Manteca Sta.	45	45	45	45	45	45	40	35	30	40	40	35	30	20	20
10	Over Merced River Bridge	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
10	Over Street Crossing Livingston Station	45	45	45	45	45	45	40	35	30	40	40	35	30	20	20
10	Biola Junction and Fresno (except)	60	60	55	55	50	45	40	35	35	40	40	35	30	30	25
10	Through Interlocking at Biola Jct.	40	40	40	40	40	40	40	35	35	40	40	35	30	20	20
10	Eastward trains end double track M.P. 201.9	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
10	Westward trains end double track M.P. 201.9	35	35	35	35	35	35	35	35	35	35	35	35	30	20	20
11	Redwood Jct. and Niles Jct. (except)	50	50	50	50	50	45	40	35	40	45	40	35	30	20	20
11	Newark Slough Drawbridge	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
11	San Francisco Bay Bridge	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20
11	Niles Jct. and Tracy (except)	35	35	35	35	35	35	35	35	35	35	35	35	30	20	20
11	Niles Jct. and M.P. 37.1	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
11-14	Through Eliot yard limits	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
11	M.P. 52 and M.P. 63, Midway	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
12	Oakland Pier and Elmhurst (except)	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
12	On curve west of and across freight leads West Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
12	On both leads across main tracks to West Oakland	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
12	Over Adeline St. Crossing, Oakland	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
12	Elmhurst and M.P. 25	60	60	55	55	50	45	40	35	35	45	40	35	30	30	25
12	M.P. 25 and east switch Newark (except)	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
12	Newark	40	40	40	40	40	40	40	35	25	40	40	35	30	15	15
12	East switch Newark and M.P. 43.75	60	60	55	55	50	45	40	35	35	45	40	35	30	30	25
12	M.P. 43.75 and Santa Clara	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
13	Elmhurst and Niles	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
13	Niles and San Jose (except)	40	40	40	40	40	40	40	35	25	40	40	35	30	20	20
13	San Jose yard	20	20	20	20	20	20	20	20	20	20	20	25	20	20	20
13	Trains with AC, F-4 and F-5 Engines									20						
13	Stockton and Montpelier (except)									30					20	20
13	Peters, between switches									10					10	10
13	Berenda and Daulton									20					15	15
13	Chowchilla and Ash									20					20	20
13	Ash and Dairyland									10					10	10
14	Avon and San Ramon (except)									20					15	15
14	Over Bridges 44-E near Hookston and 49-C west of Rady									10					10	10
14	Over Bridge 57-A east of Osage									10					10	10
14	San Ramon and Radum									20					20	20
14	Elmira and Winters	30	30	30	30	30	30	30	30	30		30	30	30	20	20
14	Winters and end of track									15					15	15
14	Suisun-Fairfield and Cordelia	40	40	40	40	40	40	40	35	25		30	30	30	20	20
14	Cordelia and Napa Junction	35	35	35	35	35	35	35	35	25		35	35	35	15	15
14	Napa Junction and M.P. 53½ (except)									25					15	15
14	Crossing east Napa Station and Calistoga Road Crossing east of Napa									8					8	8
14	M.P. 53½ and Calistoga									20					15	15
14	Napa Junction and Vallejo									25					15	15
14	Napa Junction and Schellville Jct. (except)									25					15	15
14	Napa River Drawbridge									10					10	10
14	West Napa and Union									8					8	8

Streamliner "CITY OF SAN FRANCISCO" must not exceed speed permitted other passenger trains when operating against the current of traffic, or when handled by steam power.

Nos. 51 and 52 when handled by P-7-8-10 class engines which have been cross counter-balanced, may run not to exceed 65 MPH in territory where maximum speed of 60 MPH is authorized in Speed Restrictions table.

Speed of all passenger trains is restricted to 45 MPH over all street and highway crossings between MP 13, west of Stege and MP 15.60 east of Lucas Ave., Richmond.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS:

PAGE	LOCATION	Passenger MPH	Freight MPH	Engine Backing MPH
2, 3, 4, 5	**Martinez, over grade crossings, (except)**	**15**	**15**	**15**
	Eastward trains operating over Benicia bridge	**20**	**30**	**15**
2, 3, 4, 5	**Dixon**	**50**	**35**	**20**
2, 3, 4, 5	**Washington**	**20**	**20**	**20**
6	**Pittsburg**	**25**	**25**	**20**
7, 10	**Fresno**	**20**	**20**	**12**
8, 9, 13	**Stockton, all main tracks, (except)**	**20**	**20**	**20**
	Between Wilson Way and Sacramento St.	**8**	**8**	**8**
	Tracks other than main tracks	**8**	**8**	**8**
8, 9	**Lodi**	**15**	**15**	**15**
11	**Pleasanton**	**15**	**15**	**15**
11	**Livermore**	**10**	**10**	**10**
12	**Oakland, between Market and Oak Streets**	**15**	**15**	**15**
12	**Alviso**	**35**	**25**	**15**
13	**San Jose**	**12**	**12**	**12**
13	**Oakdale**	**20**	**20**	**20**
14	**Vallejo, Tennessee St. Crossing**	**15**	**15**	**10**
14	**Napa**	**8**	**8**	**8**
14	**St. Helena**	**12**	**12**	**12**
..	**Oakland over San Pablo Ave. at Stanford**	**15**	**15**	**15**
..	**Oakland over Fruitvale Ave. Drawbridge**	**8**	**8**	**8**
..	**Berkeley over Ward St.**	**15**	**15**	**15**
..	**Alameda over Pacific Ave. & Buena Vista Ave.**	**6**	**6**	**6**

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT:

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
All	On tangent main tracks	35
	except SPMW 4044	25
All	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
All	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
All	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
All	On tangent main tracks	35
All	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
All	Through interlockings with caution.	

Trains pushing or backing passenger equipment must not exceed 15 MPH.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection they may be handled in regular passenger trains at passenger speeds.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

OAKLAND PIER—TRACY VIA MARTINEZ

Mile Post	AT OR NEAR	DESCRIPTION
3.5	Oakland Pier	Posts supporting shed....Side Freight Slip....Side
3.5	Oakland Pier	Spur tracks of U. S. Navy Supply Base....Side
	Shellmound & Park	Western Union Pole line....Side
6.6	Emeryville	Machine shops Judson Iron Works....Overhead and Side
7.5	Stock Yards	Fertilizer spur....Side
13.1	Stege	Buildings end of track No. 2....Side
	Berkeley	Building, W. H. Ford spur, Harrison St....Side
14.5	Richmond	A. T. & S. F. Crossing....Overhead and Side
16.0	San Pablo	A. T. & S. F. Crossing....Overhead and Side
16.6	San Pablo	Eastward and Westward Water Columns....Side
16.6	San Pablo	Rheem Mfg. Co. Spur....Side
26.5	Oleum	Loading tracks, Union Oil Co....Side
26.7	Oleum	Tunnel No. 1....Overhead and Side
27.7	Tormey	Tunnel No. 2....Overhead and Side
29.0	Crockett	Sugar Co. warehouse....Side
31.8	Nevada Dock	Platforms of brick company....Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1....Side
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside....Overhead and Side
34.7	Martinez	Alhambra Slough....Side
43.2	Nichols	Wagon bridge....Overhead
43.2	Nichols	A. T. & S. F. crossing....Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur....Side
46.5	Shell Point	Tracks Nos. 1 and 7....Overhead and Side

MARTINEZ—SACRAMENTO

38.0	Bahia	Water tank spout....Side
59.4	Elmira	Warehouse....Side
71.8	Tremont	Gravel loading chute....Side
88.3	Washington	Sacramento River Bridge....Side

OAKLAND PIER—TRACY VIA NILES

3.5	Oakland Pier	Posts supporting shed....Side
4.9	West Oakland	Buildings and platform at Creosote Wks....Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St., freight yds. Side
4.9	West Oakland	Standard Warehouse spur near Kirkham St....Overhead
7.0	Oakland, 1st St.	Warehouse track, Howard Co....Side
9.0	23rd Avenue	Pacific Wire and Steel Co., spur....Side
9.0	23rd Avenue	California Cotton Mills....Overhead and Side
9.7	Fruitvale	Drawbridge....Overhead and Side
9.7	Fruitvale	Steel bridge over estuary....Wires Overhead and Side
10.3	Sather	Clorox Chemical Company spur....Overhead and Side
11.0	Melrose	Nat. Motor Bearing Co.—Springfield Cedar Co. spurs....Side
	Melrose	Chevrolet spurs, Platforms....Side
	Melrose	U. S. L. Battery Corp. Fence....Side
18.5	Lorenzo	Cherry Creek....Overhead and Side
20.1	Hayward	Hunt Bros., canneries....Side
29.2	Niles	New bunkers of Niles Sand and Gravel Co....Side Use center tracks only and do not go beyond bunkers at end of these tracks.
42.0	Radum	Kaiser Paving Co. Tracks....Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track....Overhead and Side
		Anspacher track, gravel loading chute....Overhead and Side

ELMHURST—SANTA CLARA

41.7	Agnew	Track leading into distillery....Overhead and Side
39.1	Alviso	Bay Side Canning Co....Side

AVON—RADUM

44.6	Concord	Water Tank....Overhead and Side
44.6	Concord	Bridge....Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track....Overhead
49.6	Widbero	Walnut Creek....Overhead and Side
57.0	San Ramon	Bridge....Overhead and Side
	Danville and Alamo,	Trees, overhanging right of way....Overhead and Side

SUISUN-FAIRFIELD AND VALLEJO—CALISTOGA

46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing plant center track (spur)....Overhead and Side
37.2	Napa Jct.	SFNV trolley wire....Overhead
45.5	Napa	Water tank spout....Side
48.8	West Napa	Water tank spout....Overhead and Side
67.5	Bale	Water tank spout....Side
42.8	Rocktram	Bunkers of Basalt Rock Co., outer spur....Overhead and Side
34.4	Flosden	Shed on platform adjacent to Basalt Rock spur....Side
30.0	Vallejo	Building and platforms of Sperry Flour Co., tracks 1 to 6 inclusive....Overhead and Side
30.0	Vallejo	Horan Spur, bulkhead leaning....Side

ELMIRA—CAPAY

76.0	Winters	Fruit shed....Overhead and Side
76.0	Winters	Water tank spout....Side

TRACY-BRIGHTON, TRACY-FRESNO, LATHROP-FRESNO AND BRANCHES

82.0	Tracy	Gates to Holly Sugar Co., spur....Side
78.3	Banta-Lathrop	San Joaquin River Bridge....Overhead and Side
90.9	Stockton	Delta Warehouse....Side
90.9	Stockton	Delta Platform....Side
90.9	Stockton	Girven Warehouse, west end Hazelton Ave....Side
90.9	Stockton	Union Mills, Farmers' Union Milling Co. and Calif. Nav. and Imp. Co. bldgs. on waterfront track Weber Ave....Side
100.7	Holden-Peters	Mormon Slough Bridge....Side
103.3	Lodi	Round House Water Tank....Side
103.3	Lodi	Car standing at door No. 1 of Hilvert Shed will not clear man on west side of car on adjacent track....Side
104.3	Lodi-Urgon	Mokelumne River Bridge....Side
129.0	Florin	Water tank spout....Side
110.7	Lockeford	Brick platform at Locke warehouse....Side
114.7	Clements	Water tank spout....Overhead and Side
134.8	Edwin	Clay loading chutes....Overhead and Side
136.7	Clarksona-Dagon	Sutter Creek Bridge....Overhead and Side
100.4	Westley	Water Tank....Side
119.5	Newman	Water Tank....Side
140.2	Los Banos	Water tank spout....Side
140.2	Los Banos	Warehouse north of loading track opp. east leg Y switch Side
104.3	Ripon-Salida	Stanislaus River Bridge....Side
134.9	Delhi-Livingston	Merced River Bridge....Overhead and Side
136.4	Livingston	Water Tank....Side

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca uncovered and care should be exercised by trainmen while working thereon.

Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

HOSPITALS

GENERAL HOSPITAL....SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL....SACRAMENTO
S. P. EMERGENCY HOSPITAL....WEST OAKLAND

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon.
San Francisco	Dr. W. W. Washburn	Assistant Chief Surgeon.
San Francisco	Dr. E. N. Greenwood	Supervisor of Surgical Services, General Hospital.
San Francisco	Dr. R. Emmet Allen	Supervisor of Medical Services, General Hospital.
San Francisco		Medical Examiner, 65 Market St.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	District Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
Oakland	Dr. Chas. H. De Vaul	Oculist.
Oakland	Dr. Henri A. Shefoff	District Surgeon.
West Oakland	Dr. J. I. Vickerson	District Examiner and Surgeon.
Oakland	Dr. William R. McGrew	District Surgeon.
Oakland	Dr. H. G. C. Boge	District Surgeon.
Oakland	Dr. John J. Phillips	District Surgeon.
Oakland (North)	Dr. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Berkeley	Dr. Clarence E. Hass	Oculist.
Albany	Dr. Douglas Ream	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	District Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
Vallejo	Dr. E. A. Peterson	District Examiner and Surgeon.
Napa	Dr. D. H. Murray	District Examiner and Surgeon.
St. Helena	Dr. M. M. Booth	District Surgeon.
Calistoga	Dr. Frank McGreane	District Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Examiner and Surgeon.
Benicia	Dr. N. J. Crisp	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Martinez	Dr. A. G. Carroll	Assistant District Surgeon.
Concord	Dr. E. B. Todd	Emergency Surgeon.
Walnut Creek	Dr. M. C. Bolender	Emergency Surgeon.
Danville	Dr. John Blemer	Emergency Surgeon.
Pittsburg	Dr. Claude L. Kerns	Emergency Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. Felix R. Rossi, Jr.	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Esparto	Dr. W. D. Garcelon	Emergency Surgeon.
Dixon	Dr. O. P. Floreth	District Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Davis	Dr. Leo. A. Cronan	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Examiner and Surgeon.
Sacramento	Dr. Walter W. Cress	Division Surgeon.
Sacramento	Dr. Manuel L. Azevedo	District Surgeon.
Sacramento	Dr. George E. Chappell	District Surgeon.
Sacramento	Dr. Gilbert Clark	District Surgeon.
Sacramento	Dr. Geo. A. Spencer	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. Douglas D. Stafford	District Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	District Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Fruitvale	Dr. G. W. Dygert	Assistant District Surgeon.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Surgeon.
Hayward	Dr. F. A. Brown	District Surgeon.
Centerville	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. Harold J. Shanks	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
San Jose	Dr. C. M. Burchfiel	District Surgeon.
San Jose	Dr. C. Kelly Canelo	District Surgeon.
Tracy	Dr. Allan R. Powers	District Examiner and Surgeon.
Tracy	Dr. H. K. Wilson	District Surgeon.
Elk Grove	Dr. Paul W. Frame	District Surgeon.
Galt	Dr. V. E. Greer, Jr.	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. D. R. Powell	Oculist and Aurist.
Stockton	Dr. Leo D. Smith	District Examiner and Surgeon.
Stockton	Dr. E. G. Hermosillo	Assistant District Surgeon.
Lodi	Dr. L. J. Petersen	District Surgeon.
Lodi	Dr. R. L. Owens	District Surgeon.
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Oakdale	Dr. E. E. Chouret	District Surgeon.
Manteca	Dr. K. W. Hidy	Emergency Surgeon.
Manteca	Dr. Curtis M. Galt	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	District Examiner and Surgeon.
Modesto	Dr. Fred R. DeLappe	District Examiner and Surgeon.
Modesto	Dr. J. A. Porter	Oculist and Aurist.
Ceres	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. M. C. Collins	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Merced	Dr. E. R. Fountain	District Examiner and Surgeon.
Chowchilla	Dr. Herbert O. Leff	Emergency Surgeon.
Chowchilla	Dr. A. B. Bigler	Emergency Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
Fresno	Dr. Chas. A. James	District Examiner and Surgeon.
Fresno	Dr. E. A. Patterson	Assistant District Surgeon.
Fresno	Dr. Wayne A. Hunt	Aurist.
Fresno	Dr. L. G. Price	Oculist.
Kerman	Dr. J. C. Drake	District Surgeon.
Patterson	Dr. E. G. Allen	District Surgeon.
Crows Landing	Dr. E. G. Allen	District Surgeon.
Newman	Dr. A. M. Roscoe	District Surgeon.
Newman	Dr. James E. Thompson	Assistant District Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Surgeon.
Dos Palos	Dr. J. L. Vaught	Emergency Surgeon.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF ENGINES—WESTERN DIVISION. In M's of 1,000 pounds back of Tender. Revised February, 1942

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood Jct.	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Calistoga to Napa Jct.	Stockton and Montpellier via Oakdale Branch
M-4	M-63 20/28 126, 135-S	1617 to 1713...................	190	4450	1900	3900	3700	3450	5250	1400	1500	1100	1500	1800	3050
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825......	200	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	3600
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	2250	3800
M-21	M-63 22/28 181-S, 185-SF	1837 to 1845...................	250	6450	2800	5650	5400	5050	7650	2050	2200	....	....	....	....
T-26	T-69 21/28 152-S	2283 to 2299...................	200	4800	2000	4200	3900	3750	5550	1500	1600	1150	1600	1900	3300
T-23	T-63 21/28 156-S, 163-SF	2301 to 2310...................	210	5500	2350	4800	4550	4300	6450	1750	1850	1350	1900	2200	3750
T-28, 31	T-63 22/28 162-S, 162-SF	2311 to 2362...................	210	6000	2600	5250	5000	4700	7100	1900	2000	1500	2100	2450	4150
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384...................	210	6150	2600	5350	5000	4800	7100	1950	2050	1500	2100	2500	4200
P-1,3,5	P-77 22/28 141-S, 152-SF	2400 to 2452, 2459, 2460........	210	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	3350
P-1	P-77 22/28 160/B-54-S	2400 to 2427...................	210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	2100	3600
P-1	P-77 22/28 163/B-54-SF														
P-4	P-77 23/28 155/B-58-SF	2401 to 2436...................	210	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	2300	4000
P-6	P-77 25/28 172-S, 179-SF	2453 to 2458...................	200	6100	2550	5350	4950	4750	7050	1900	2000	....	....	....	4200
P-8,10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483......	200, 210	6800	2850	5900	5550	5300	7950	2050	2200	....	....	....	4650
P-8,10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491.............	200, 210	6800	3050	5900	5550	5700	7950	2050	2200	....	....	....	5000
C-8,9,10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2698 to 2860	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-5	C-57 22/30 185-S, 187-S	2624 to 2690...................													
C-26,28,29	C-57 25/30 193-S, 200-SF	3440 to 3469...................	170												
A-3	A-81 20/28 112-S	3025 to 3071...................	210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	....	2650
A-3	A-81 20/28 116/B-59-S	3025 to 3071...................	210	3900	1650	3400	3050	3300	4400	1150	1200	910	1300	....	2900
A-3	A-81 20/28 120/B-64-SF														
A-6	A-81 22/28 127/B-64-SF	3000 to 3003...................	210	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	....	3550
P-11	P-68 24/26 157-S	3100 to 3109...................	180	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	3600
P-12	P-73 26/28 189-SF	3120 to 3129...................	205	6900	2900	6000	5750	5350	8100	2100	2200	....	....	....	....
Mk-2,4	Mk-57 23½/30 206-S, 230-SF	3201 to 3240...................	210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	....	5250
Mk-5,6	Mk-63 26/28 210-S, 233-SF	3241 to 3277...................	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	....	5800
Mk-7,8,9	Mk-63 29/30 247-S, 257-SF	3300 to 3324...................	176	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	....	....
Mk-7,8,9	Mk-63 27/30 247-S, 257-SF	3300 to 3324...................	205												
F-1	F-63 27½/32 273-S, 282-SF	3611 to 3652...................	200	9600	4200	8400	8050	7500	11400	3050	3250	2500	3400	....	....
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667...................	200	11000	4850	9650	9250	8600	13100	3550	3750	2850	3850	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3769...................	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	....	....
F-5	F-63 29½/32 306/B-62-SF														
AM-2	AM-63 $\frac{22-22}{28}$ 357-SF	3900 to 3911...................	210	10900	4750	9550	9100	8500	12900	3500	3700	2800	3800	....	....
AC-1,2,3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048...................	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	....	....
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376...................	210	9000	4050	7850	7400	7450	10550	2800	3000	....	....	....	....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409...................	250	9600	4300	8400	7900	7800	11250	3000	3150	....	....	....	....
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415...................													
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429...................	280	9700	4350	8500	8000	7900	11500	3050	3200	....	....	....	....
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4459...................	300	9900	4400	8600	8100	8000	11700	3100	3250	....	....	....	....
GS-5	GS-80 25½/32 279/B-122-SF														
Allowance for Empty and Underloaded Cars......		Less than 45 Ms.......		6	6	6	6	6	6	3	3	3	3	3	6
		45 Ms to 55 Ms........		3	3	3	3	3	3	3	3	3	3	3	3
		More than 55 Ms......		0	0	0	0	0	0	0	0	0	0	0	0

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Lodi to Wallace Toyon to Macnider	Wallace to Toyon Macnider to Kentucky House	Macnider to Toyon	Valley Springs to Norval	Kentucky House to Macnider Toyon to Valley Springs Norval to Lodi
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825......	200	4050	910	1600	2600	5250
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	4250	970	1700	2750	5500
T-28, 31	T-63 22/28 162-S, 162-SF	2311 to 2362...................	210	4650	1050	1850	2950	6000
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384...................	210	4650	1050	1850	2950	6150
C-8,9,10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2698 to 2860	210	5150	1250	2200	3350	6600
C-5	C-57 22/30 185-S, 187-S	2624 to 2690...................						

TERMINAL SUPERINTENDENT

W. E. EASTMAN.................West Oakland

ASST. TERMINAL SUPERINTENDENTS

F. J. DIGNON....................West Oakland
M. A. JENSEN...................West Oakland

TRAINMASTERS

A. J. FERRARA...................Oakland Pier
P. D. ROBINSON.................Oakland Pier
A. W. KILBORN................Suisun-Fairfield
L. W. MONEY..........................Stockton
C. E. JONES..............................Tracy

ASST. TRAINMASTERS

P. W. DORNFELD.....................Pittsburg
V. E. ANDERSON.....................Livermore

TERMINAL TRAINMASTERS

W. S. CHAMNEY.................West Oakland
J. T. AREY..........................Port Costa
A. D. HAZLETT..........................Tracy

CHIEF TRAIN DISPATCHERS

J. B. WATTS......................Oakland Pier
F. A. SMITH..........................Stockton

ASSISTANT CHIEF TRAIN DISPATCHERS

T. G. WOOLARD..................Oakland Pier
B. H. HORTON...................Oakland Pier
H. BATES..........................Oakland Pier
S. C. W. HANSEN................Oakland Pier
O. T. ALEXANDER...............Oakland Pier
M. T. ROUSE.........................Stockton
A. COVINGTON......................Stockton
G. F. PUMPHREY....................Stockton

ROAD FOREMAN OF ENGINES

J. H. SUSKE.....................West Oakland
B. E. STONE..............................Tracy

ENGINEMEN'S INSTRUCTORS

F. C. STARR.....................West Oakland
W. G. ELMORE...........................Tracy

DIVISION EXAMINER

V. S. BURNHAM.................Oakland Pier

L. R. SMITH,
Asst. Superintendent, Oakland Pier

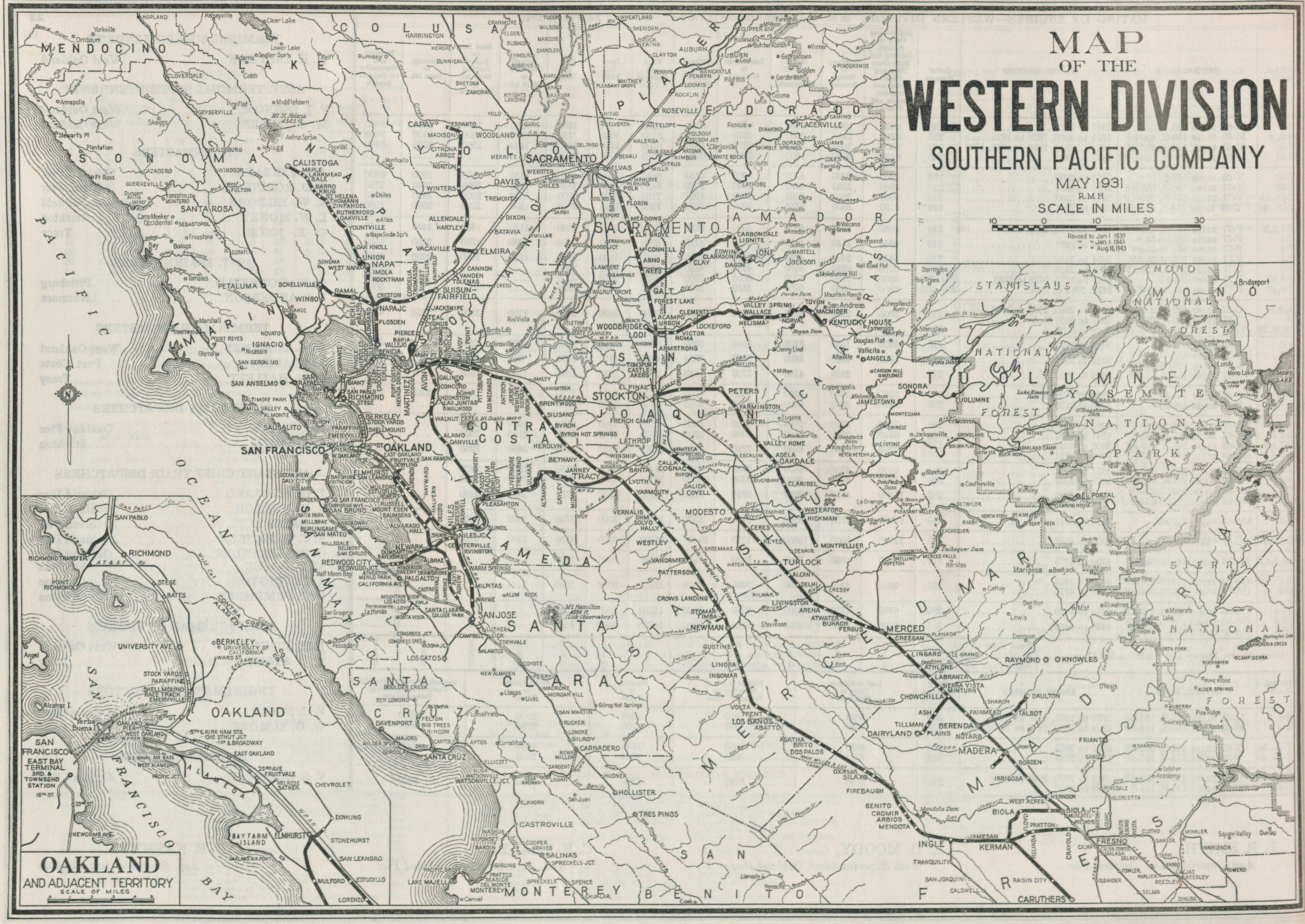
E. D. MOODY,
Asst. Superintendent, Oakland Pier

C. F. HEATH,
Asst. Superintendent, Oakland Pier

E. F. NASSOIY,
Asst. Superintendent, Stockton

MAP
OF THE
WESTERN DIVISION
SOUTHERN PACIFIC COMPANY

MAY 1931
R.M.H
SCALE IN MILES
10 0 10 20 30
Revised to Jan 1 1939
" " Jan. 1 1943
" " Aug. 16, 1943


MENDOCINO
LAKE
COLUSA
SONOMA
NAPA
YOLO
SOLANO
PLACER
ELDORADO
SACRAMENTO
AMADOR
MARIN
CONTRA COSTA
SAN JOAQUIN
CALAVERAS
STANISLAUS
TUOLUMNE
MONO
MONO NATIONAL FOREST
STANISLAUS NATIONAL FOREST
YOSEMITE NATIONAL PARK
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
MERCED
MARIPOSA
MADERA
SIERRA NATIONAL FOREST
FRESNO
SAN BENITO
MONTEREY
PACIFIC OCEAN
SAN FRANCISCO
OAKLAND
SACRAMENTO
STOCKTON
SAN JOSE
MODESTO
MERCED
FRESNO
SANTA ROSA
PETALUMA
NAPA
VALLEJO
BENICIA
MARTINEZ
RICHMOND
BERKELEY
DAVIS
TRACY
LATHROP
LODI
GALT
TURLOCK
MADERA
NILES
PLEASANTON
LIVERMORE
PALO ALTO
REDWOOD CITY
SAN MATEO
SANTA CRUZ
WATSONVILLE JCT.
SALINAS
HOLLISTER
GILROY
LOS BANOS
CHOWCHILLA
BERENDA
PLACERVILLE
AUBURN
ROSEVILLE
CALISTOGA
SUISUN-FAIRFIELD
SONORA
JAMESTOWN
OAKDALE
CARUTHERS
Mt. St. Helena 4343 ft.
Mt. Diablo 3849 ft.
Mt. Hamilton 4209 ft. (Lick Observatory)
OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES
SAN PABLO
RICHMOND
RICHMOND TRANSFER
POINT RICHMOND
STEGE
BATES
UNIVERSITY AVE.
BERKELEY
UNIVERSITY OF CALIFORNIA
STOCK YARDS
PARAFFINE
SHELLMOUND
RACE TRACK
EMERYVILLE
16th ST.
OAKLAND PIER
WEST OAKLAND
SAN FRANCISCO EAST BAY TERMINAL
3RD. & TOWNSEND STATION
Yerba Buena I.
Alcatraz I.
Angel I.
EAST OAKLAND
ALAMEDA
FRUITVALE
MELROSE
CHEVROLET
BAY FARM ISLAND
OAKLAND AIR PORT
ELMHURST
STONEHURST
SAN LEANDRO
MULFORD
ESTUDILLO
SAN FRANCISCO BAY